

**VILLAGE OF OAK PARK
TRANSPORTATION COMMISSION MEETING
MONDAY, MARCH 25, 2019 - 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 February 25, 2019 Transportation Commission Meeting Minutes
5. UPDATE ON THE PARKING PILOT
 - 5.1 Agenda Item Commentary
 - 5.2 Parking Pilot Program Status Update Presentation
6. PETITION FOR A TRAFFIC CALMING DEVICE AT THE INTERSECTION OF ADAMS STREET AND WISCONSIN AVENUE
 - 6.1 Staff Agenda Item Commentary and Background Information
 - 6.2 Petition and Letter of Explanation
 - 6.3 Written Public Testimony
 - 6.4 Scoring Table for the Adams St & Wisconsin Avenue Petition
 - 6.5 Aerial View of the Intersection
 - 6.6 Sketch of the Traffic Controls in the Area
 - 6.7 Lincoln School Safe Walking Routes to School Map
 - 6.8 Directional Speed and Volume Data for the 1027 & 1100 Blocks of Adams Street and the 600 & 700 Blocks of Wisconsin Avenue
 - 6.9 AM & PM Pedestrian and Vehicle Volume Summary Intersection Data
 - 6.10 Adams Street & Wisconsin Avenue Collision Diagram
 - 6.11 Letter to the Area Residents
7. REVIEW UPDATE OF VILLAGE'S BICYCLE PLAN AND ITS IMPLEMENTATION
 - 7.1 Agenda Item Commentary
 - 7.2 Background Information
 - 7.3 Extract from July 20, 2015 Neighborhood Greenways System Study
 - 7.4 Maps of 2016 - 2023 Capital Improvement Projects Overlaid With Neighborhood Greenways
 - 7.5 Extract From Adopted 2019 - 2023 Capital Improvement Plan (CIP)
 - 7.6 Screenshot of the Village Of Oak Park 'Bicycling In Oak Park' Website
8. OTHER ENCLOSURES

OE1 12 months of P&T traffic item activity summary: March 2018 - February 2019
OE2 Village Board action on Trans Com recommendations thru 03/11/2019 inclusive
9. Adjourn

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

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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.

DRAFT Meeting Minutes
Transportation Commission
Monday, February 25, 2018 – 7:00 p.m.
Room 101 – Village Hall

1. Call to Order

Interim Chair Kyle Eichenberger called the meeting to order at 7:00 PM.

Roll Call

Present: Interim Chair Kyle Eichenberger, Garth Katner, James Thompson, Robert Taylor, Meghann Moses, Aaron Stigger

Absent: Roya Basirirad

Staff: Public Works Civil Engineer/Transportation Commission Staff Liaison Mike Koperniak, Jill Juliano, Recording Secretary Kevin Cassidy, Parking Restrictions Coordinator Jennifer Jones

2. Non-Agenda Public Comment

None

3. Agenda Approval

Commissioner Taylor made a motion to approve the agenda as presented which 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 draft January 28, 2018 Transportation Commission meeting minutes with the following modifications:

- Add Garth Katner as a non-voting member
- Correct the spelling of Aaron Stigger's name

The motion was seconded by Commissioner Taylor. The motion was approved by a unanimous voice vote.

5. EVALUATE THREE KEY INTERSECTIONS TO IMPROVE A PEDESTRIAN'S SAFETY AND EXPERIENCE

Engineer Mike Koperniak presented information based on crash reports regarding Village street intersections, recommending that the Commission review it toward selecting six for which staff would compile full, detailed information on April 22. The final three key intersections will be chosen at that time.

It was recommended that resources are best applied to intersections that are 100% under Village of Oak Park jurisdiction. Mr. Koperniak noted that Madison Street and Lake Street Streetscape projects include intersection improvements and further evaluation in those areas would be redundant and is not recommended.

It was noted that the boundary streets exist in shared jurisdictions and would be less efficient areas of study.

- Harlem, Roosevelt, and North Avenue are under IDOT-
- Austin is under the City of Chicago (CDOT)
- Washington Boulevard is an unmarked State of Illinois highway, as is Ridgeland Avenue from Roosevelt Road to Augusta Street.

A tabular report of Village of Oak Park pedestrian and bicyclist crashes involving automobiles between July 2015 and June 2018 was presented. The document is recommended as a resource in determining key intersections for evaluation. Mr. Koperniak inquired as to the degree that the Committee wished to be involved.

The Commission discussed the following

- Request for a description of the Lake Street Streetscape project
- How to go about evaluating the intersections
- The Commission's goals and accomplishments
- The need for comparisons with other municipalities
- Crash report to be shared with Lake Street consultants
- Bicycle lanes and or bicycle street markings on Lake Street
- The Scoville and Lake intersection near Oak Park River Forest High School as an area to be evaluated.
- The key intersection evaluation might be affected by ADA requirements and the effects of the Eisenhower plan
- The process for cooperation with IDOT, CDOT, other town governments and agencies.
- Engineer Koperniak explained that interagency projects require additional time and money.
- Intersections for further review. Recommends seeking a variety of factors.
- Accidents occurring at Lake and Harvey due to the presence of Pete's Market.
- A "no left turn" ordinance from Pete's parking lot onto Lake Street.
- The request for an interface with the existing bicycle plan.
- A pattern of accidents along Lombard, presence and absence of stop signs, and a need for more detail regarding accidents listed in the report.
- Commission recommends reporting details for the following locations for the next review (April 2019 Traffic Commission meeting)
 - Scoville and Lake
 - Kenilworth at North and South Blvd.

- Oak Park Ave and Adams
- Oak Park Ave and Augusta
- Oak Park Ave and Garfield
- Pleasant and Lombard
- The Traffic Commission requested the following information for the next review (April 2019 Traffic Commission meeting)
 - More detail from the crash reports
 - Pictures of the approach to each intersection
 - Report any intersection improvements before and following any crash
 - Traffic volumes and average speeds at intersections wherever that information is available
 - Identification of the intersections included in existing resurfacing and/or reconstruction plans
- A clarification of the Commission's mission regarding the key intersection evaluation
- Engineer Koperniak expects to report on intersections on April 22.

6. DEVELOP A NEIGHBORHOOD TRAFFIC MANAGEMENT PLAN (NTMP)

Engineer Mike Koperniak described the Village of Oak Park intention of developing an over-all Neighborhood Traffic Management Plan (NTMP) to be completed by the end of 2019.

The Commission discussed:

- The history and application of existing traffic calming toolbox
- What is the commission trying to accomplish? Engineer asked the Commission to describe the involvement they wished to have in the development of the Neighborhood Traffic Management Plan (NTMP)
 - The Commission desires to be involved early on
 - The Commissioners will provide comments to be incorporated into the RFP
- How will the commission go about the evaluation of intersections toward increasing pedestrian safety
- How far must a pedestrian go out of the way in order to reach a safe crossing
- Review NTMP from El Cerrito California as a model plan
- Flexibility that exists in the month by month milestones and timeline but the deadline is set for November 2019
- A transparent process through adapting and streamlining computer technologies for public access and input.
- A review of websites at comparable municipalities to review other NTMPs. Looked to on-line FAQs
- Inclusion in the NTMP of a set of standard policies (best practices) and the need to publish goals and standards

- A draft RFP to review the NTMP. The Commission would like a draft of the RFP at the March meeting.

7. REVIEW REPORT ON STATUS OF WORKING AND NON-WORKING DETECTOR LOOPS AND HOW THEY ARE MAINTAINED AND MONITORED

Engineer Mike Koperniak presented a description of vehicle detector loops, explaining what they are and how they work to adjust duration in actuated traffic signals. The report also included information regarding “faults” in the system.

The Commission discussed:

- A 40% failure rate of Centracs reporting. Concluded that the system is not working.
- Engineer Koperniak explained a number of extenuating circumstances.
 - Some repairs require warm weather
 - Some errors occur within the Centracs system but there is no fault at the intersection itself.
 - Some faults have been observed within the system but have not been reported by the Centracs system
 - Engineer Juliano reports “freeze and thaw” damage to loop detectors
- A problem of “no response” in reporting faulty traffic signals.
- The inspection schedule is not accurate. Centracs is not functionally sufficient.
 - All faults need to be investigated and repaired.
 - The need for a repair schedule
- Jill Juliano reports that Centracs system is undergoing an upgrade
- Engineer Koperniak requested that commissioners send him suggestions by e-mail.

The Commission requested a follow up review of the Centracs system. They requested a detailed description of the issues along with a repair schedule. The review is tentatively scheduled for the May 2019 Traffic Commission meeting.

8. OTHER

Jennifer Jones reported on new parking rules and the installation of new meters on Madison Street.

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- Phase one, parking enforcement issues warning for two weeks followed citations beginning 2/15.
- Metered parking extended to 8pm.
- Y2,Y3,Y4 overnight parking permits begin on Madison on 2/18.
- Will Gillespie will offer report at the March meeting

9. COMMISSIONER MOSES MOTION TO ADJOURN

- Motion seconded by Chairman Eichenberger
- Adjourn at 9:10 pm

Kevin Cassidy
Administrative Secretary
Public Works

Village Of Oak Park
Transportation Commission Agenda Item

Item Title:

Review Date: March 25, 2019

Prepared By: Will Gillespie, DCS Parking & Mobility Services Manager

Abstract (briefly describe the item being reviewed):

The Village of Oak Park staff in conjunction with the Transportation Commission, during the 2017 and 2018 Transportation work plan, established a parking pilot program in the Y2, Y3, and Y4 residential night permit parking areas. This area includes all streets bound by Harlem Ave, South Blvd, Oak Park Ave, and Harrison St.

Numerous commission meetings, public community forums, internal staff discussions were held on the topic. At the April 30, 2018 meeting the Transportation Commission approved the parking pilot program and recommended staff present it to the board for consideration.

At the July 16, 2018 Village Board meeting, the board approved for staff to develop the necessary ordinances for a scaled back parking pilot program. Those ordinances were brought to the board at its October 15, 2018 regular meeting and were approved.

Today Staff will give a formal update on the progress of this parking pilot program and next steps to follow.

Staff Recommendation(s):

None.

Supported Documentation Attached

2019 Parking Pilot Program Status Update

Transportation Commission
March 25, 2019



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Pilot Program Timeline

- ✓ July 2018 Last Village Board Parking Pilot Presentation
- ✓ October 2018 Parking Pilot Ordinances Approved
- ✓ January 2019 Phase I of Parking Pilot Program Started
- ✓ February 2019 Phase II of Parking Pilot Program Started and Program Status Update to the Village Board
- ✓ March 2019 Passport Rollout Begins and Phase III of Parking Pilot Program Starts
- July 2019 Initial Analysis Of Parking Pilot Program Results Presented to the Village Board

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Pilot Program Phases

- **Phase I (Started)**
 - ✓ Install Cale pay stations for pay-by-plate parking on Madison Street
- **Phase II (Started)**
 - ✓ Extend paid metered parking, initiate graduated pricing at pay stations, and add additional night permit parking
- **Phase III (Started Rolling Out)**
 - ✓ Standardize parking limits and exempt block residents with OP vehicle license (vehicle sticker)

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Parking Pilot Program

- Evaluation Measures
 - Resident Feedback Survey
 - Business Feedback Survey
 - Enforcement Observation
 - Compliance
 - Citations & Vehicle Stickers
 - Space Occupancy Checks

Village Of Oak Park

Transportation Commission Agenda Item

Item Title: Petition for a Traffic Calming Device at the Intersection of Adams Street and Wisconsin Avenue

Review Date: March 25, 2019

Prepared By: Jill Juliano

Abstract (briefly describe the item being reviewed):

On September 14, 2018, the Village of Oak Park received a petition to implement traffic calming measures at the intersection of Adams Street and Wisconsin Avenue.

At tonight's meeting, the Commission may recommend to: approve the petition, deny the petition, or recommend an alternative solution to address the petitioner's concerns.

Staff Recommendation(s):

Village staff recommends to 1) upgrade the crosswalk markings across Wisconsin Avenue at Adams Street from the standard two parallel lines to the high visibility continental crosswalk pavement markings; 2) refresh existing continental crosswalk pavement markings on Adams Street at Wisconsin Avenue; and 3) install pedestrian crossing signs on Wisconsin Avenue at Adams Street for northbound and southbound traffic.

Supporting Documentation Is Attached

Memorandum

Date: March 19, 2019

To: The Transportation Commission

From: Jill Juliano, Transportation Engineer JJ

Re: Background Information Related to the Petition for the Implementation of a Traffic Calming Device at the Intersection of Adams Street and Wisconsin Avenue

On September 14, 2018, the Village of Oak Park received a petition to install a traffic calming device at the intersection of Adams Street and Wisconsin Avenue. Residents representing 40.36% of the street frontage on the petitioning blocks signed the petition. This is less than the 51% requirement for a valid petition. As a result, a copy of the petition was sent to the petition organizer requesting additional signatures be obtained on the petition.

On November 8, 2018, the petition was resubmitted with additional signatures. Residents representing 51.41% of the street frontage of the petitioning blocks signed the petition. The petition was certified as a valid petition.

In the letter of explanation, the residents requested the intersection be upgraded from two-way to all-way STOP-controlled intersection. Reasons provided for the petition are: there is a bus stop for Lincoln School at the NE corner of the intersection; traffic from Harlem Avenue uses the street as a cut through to Rush Oak Park Hospital; and Maple Avenue is not a through street causing increased north-south traffic on Wisconsin Avenue. See Exhibit 6.2 for a copy of this petition and accompanying letter of explanation.

Also included in the letter of explanation was the request to install NO PARKING HERE TO CORNER (NPHTC) signs at all four legs of the Adams Street and Wisconsin Avenue intersection for improved sightlines and maneuverability. In October 2018, Village staff wrote a work order and then installed the NPHTC signs on both sides of the street for all four approaches. Village staff has also written a work order to change the plaques under the east-west STOP signs from TWO WAY to CROSS TRAFFIC DOES NOT STOP for better clarity.

See Exhibit 6.3 for written public testimony received by the Village of Oak Park regarding this item. There are 0 emails in support of the petition and 1 email opposed to the petition.

A directional twenty-four hour traffic volume and speed study was conducted on Thursday, March 7, 2019 for the 1027 & 1100 blocks of Adams Street and 600 & 700 blocks of Wisconsin Avenue. See Exhibit 6.8 page 1 for a summary of the results. Source data is also included in Exhibit 6.8 pages 2-13.

A collision diagram for the intersection of Adams Street and Wisconsin Avenue was generated in March 2019. See Exhibit 6.10 for the collision diagram.

Next, staff completed the scoring table for the traffic calming petition. See Exhibit 6.4 for the scoring table. A numerical score is calculated for six measures that are typical reasons for a

Memorandum

petition to be submitted. The maximum possible score is 100 points. A minimum score of 25 points is required to bring a petition before the Transportation Commission.

For this petition, five points were awarded for the one correctible crash that occurred in 2016 (crash history measure) and another five points were for the volume of vehicles entering the intersection in a 24-hour time period, 1170 (vehicle volume measure). Ten points were given for signatures on the petition represented 51.4% of the street frontage (community interest measure). Finally, ten points were awarded because this segment of Adams Street is identified as part of the Neighborhood Greenways Network (bike routes/non-bike routes measure).

The total score for the intersection of Adams Street and Wisconsin Avenue is 30 points. The score for this petition exceeds the minimum score (25) necessary to submit the petition to the Transportation Commission for review and recommendation.

See Exhibit 6.5 for digital aerial photographs of the Adams Street and Wisconsin Avenue intersection and the neighboring area; as well as an up-close aerial view of the intersection. Rush Hospital campus is less than one block north of the intersection. The Adams Street and Wisconsin Avenue intersection has east-west STOP signs. There are continental crosswalk pavement markings across Adams Street and standard two parallel line crosswalk pavement markings across Wisconsin Avenue.

Exhibit 6.6 shows the traffic control devices on Adams Street between Harlem Avenue and Kenilworth Avenue as well as adjacent east-west streets, Jackson Boulevard and Monroe Street. Exhibit 6.7 is a copy of Lincoln School's Safe Walking Route to School map with a yellow box around the Adams Street and Wisconsin Avenue intersection.

Reviewing the 24-hour volumes (Exhibit 6.8), the average daily traffic on the 1027 & 1100 blocks of Adams Street was 803 and 688 vehicles, respectively. For the 600 & 700 blocks of Wisconsin Avenue, the average daily traffic was 399 vehicles and 382 vehicles, respectively. Volumes on all four blocks fall below or within the 800 to 1,200 vehicle range for typical average daily traffic volume on the Village's residential streets.

Regarding vehicular speeds, it is an accepted traffic engineering practice to set the speed limit to the 5 mile per hour (mph) increment above or below the 85th percentile speed. Village Staff holds the opinion that the majority of drivers will drive at or near the posted speed limit. In addition, it is an accepted fact that the speed indicated on speedometers can vary up to 2 percent above or below the actual speed of the vehicle.

By definition, the 85th percentile speed is the speed at which 85 percent of the vehicles are traveling at or less than. Conversely, 15 percent of the vehicles will be traveling faster than the 85th percentile speed. It has already been stated that speed limits are typically set to the 5 mph increment above or below the 85th percentile speed. This implies that it is expected that approximately 15 percent of vehicles will be traveling faster than the speed limit, if the speed limit is in the 5 mph increment below the 85th percentile speed.

Memorandum

Looking at the 85th percentile speeds for the 1027 & 1100 blocks of Adams Street, the directional speeds for the two blocks range between 20 and 24 miles per hour (mph). The 24-hour survey showed that 3.9% of the eastbound vehicles and 8.4% of the westbound vehicles on the 1027 block of Adams Street were traveling faster than the posted 25 mph speed limit. For the 1100 block of Adams Street, the percentage of vehicles traveling faster than the posted 25 mph speed limit were 4.7% for eastbound traffic and 8.9% for westbound traffic.

Looking at the 85th percentile speeds for the 600 & 700 blocks of Wisconsin Avenue, the directional speeds for the two blocks range between 23 mph and 24 mph. The 24-hour survey showed that 9.2% of the northbound vehicles and 12.6% of the southbound vehicles on the 600 block of Wisconsin Avenue were traveling faster than the posted 25 mph speed limit. For the 700 block of Wisconsin Avenue, the percentage of vehicles traveling faster than the posted 25 mph speed limit were 7.0% for northbound traffic and 8.1% for southbound traffic.

Based on the collected traffic data, it appears there is not a speeding issue on any of the four blocks studied (1027 & 1100 blocks of Adams Street and 600 & 700 blocks of Wisconsin Avenue).

Exhibit 6.9 provides a summary of the number of pedestrians crossing any of the Adams Street and Wisconsin Avenue intersection's four legs during the 7:00AM-9:00AM and 2:00PM-4:00PM time periods. Also included in the summary is the number of vehicles traveling through the intersection during these same time periods. For the morning peak hour, 43 pedestrians crossed Adams Street at the intersection while 185 vehicles traveled on Adams Street through the intersection. During the same time period, 25 pedestrians crossed Wisconsin Avenue at the intersection while 98 vehicles traveled on Wisconsin Avenue through the intersection.

In the afternoon two hour time period (2PM-4PM), 5 pedestrians crossed Adams Street while 230 vehicles traveled along Adams Street through the intersection. During the same time period, 14 pedestrians crossed Wisconsin Avenue at the intersection while 125 vehicles traveled along Wisconsin Avenue through the intersection. Also included in this exhibit is the pedestrian source data.

Next, thirty-six months of vehicle crash reports covering the period of January 2016 through December 2018 were reviewed for the Adams Street and Wisconsin Avenue intersection. Please see Exhibit 6.10 for the collision diagram.

In 1997, the intersection was studied as part of the Village-wide traffic study. At the time, the intersection was uncontrolled. The number of reported crashes at the intersection in the 36 month period totaled six, while the average daily traffic was 1,911 vehicles. The 1997 crash rate for the Adams Street and Wisconsin Avenue intersection was calculated to be 2.867 accidents per million entering vehicles (Acc/MEV). This crash rate is then compared to the critical crash rate for the particular section of the Village's area-wide traffic study. For the south middle section of the area-wide traffic study (South Boulevard to I-290 Expressway and Harlem Avenue to Austin Boulevard), the critical crash rate is 1.029 Acc/MEV. If an actual accident rate exceeds the critical crash rate then it is highly probable that the accidents were

Memorandum

caused by factors other than chance. As a result, east-west STOP signs were installed on Adams Street at Wisconsin Avenue on August 24, 1999.

The number of reported crashes that occurred at the Adams Street and Wisconsin Avenue intersection for the thirty-six months ended December 31, 2018 totaled one. In May 2016 a vehicle traveling westbound on Adams Street which has a STOP sign, did not yield to the southbound Wisconsin Avenue vehicle which had the right of way. The average daily traffic for the intersection as determined as part of the 2018 traffic study was 1,170 vehicles. From this data, the 2018 crash rate for the Adams Street and Wisconsin Avenue intersection is calculated to be 0.781 Acc/MEV. This crash rate is below the critical crash as determined in the area-wide traffic study of 1998 (1.029 Acc/MEV). In conclusion, there does not seem to be a problem with vehicle crashes at the intersection of Adams Street and Wisconsin Avenue.

Village staff visited the intersection multiple times, focusing on when the Lincoln School bus would be picking up or dropping off students. On these occasions, staff did not observe aggressive or unusual driving behavior.

Based on the analysis, Village staff recommends to 1) upgrade the crosswalk markings across Wisconsin Avenue at Adams Street from the standard two parallel lines to the high visibility continental crosswalk pavement markings; 2) refresh existing continental crosswalk pavement markings on Adams Street at Wisconsin Avenue; and 3) install pedestrian crossing signs on Wisconsin Avenue at Adams Street for northbound and southbound traffic. This will increase conspicuity of non-motorized traffic at the intersection.

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Date: 8-2

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PETITION FOR TRAFFIC CALMING MEASURES

We, the undersigned, respectfully petition the Transportation Commission to recommend to the Oak Park Board of Trustees that traffic calming measures be implemented:

on the _____ block of _____ or
at the intersection of Adams and Wisconsin
in the Village of Oak Park.

Traffic problems to be remedied by the use of traffic calming measures include:

- Excessive vehicle crashes 3
- Excessive vehicle speeds 4
- Excessive vehicle volumes 2
- Pedestrian/Bicyclist safety issues 1
- Other _____

(rank these in order of importance with 1 being most problematic and 5 being least problematic)

* = This petition is being circulated by: (list name, address, and telephone number)

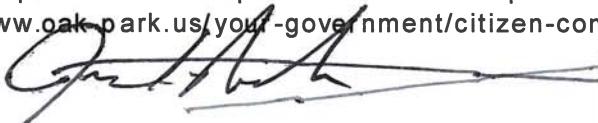
	Name	Address and Phone Number
1.	* <u>Joshua Moses</u>	
2.	<u>Charlene Schmitz</u>	
3.	<u>Eileen Laam</u>	
4.	<u>Lynn</u>	
5.	<u>Monica Neurink</u>	
6.	<u>Dawn Stukel</u>	
7.	<u>Cory Bule</u>	
8.	<u>Erin</u>	
9.	<u>Camille Wilson</u>	
10.	<u>Kristin Cato</u>	
11.	<u>Joseph A. Wernhoff</u>	
12.	<u>Judith Baier</u>	
13.	<u>George Yann</u>	
14.	<u>Cathie</u>	
15.	<u>Don DeJenne</u>	

This petition should be signed by residents representing at least 51% of the street frontage where the traffic calming measures are being requested. Also, ATTACH A LETTER EXPLAINING WHY THIS PETITION IS BEING SUBMITTED.

Return to: The Transportation Commission, Attention: Jill Juliano, The Village of Oak Park, Public Works Center, 201 South Boulevard, Oak Park, IL 60302.

The Transportation Commission is an advisory body to the Village Board of Trustees and meets on the fourth Monday of each month at 7:00 p.m. in Village Hall to discuss matters relating to parking and traffic. Upon receipt of your completed signed petition, the circulator will be advised as to when the Commission will meet to review this petition. The Transportation Commission's public website is:

www.oak-park.us/your-government/citizen-commissions/transportation-commission



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9/14/2014

Extra Signatures

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PETITION FOR TRAFFIC CALMING MEASURES

Date: _____

We, the undersigned, respectfully petition the Transportation Commission to recommend to the Oak Park Board of Trustees that traffic calming measures be implemented:

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at the intersection of Adams and Wisconsin and _____
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- Other _____

(rank these in order of importance with 1
being most problematic and 5 being least
problematic)

* = This petition is being circulated by: (list name, address, and telephone number)

- Name
1. * Kim Linsde
 2. Karen Ewing
 3. Dot Repp
 4. Wendy Irvine
 5. Shanell Lewis
 6. Anna Person
 7. Patricia
 8. Karen Ritter
 9. Jill Juliano
 10. _____
 11. _____
 12. _____
 13. _____
 14. _____
 15. _____

Address and Phone Number

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4/10/2018

Extra Signature

RECEIVED

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PETITION FOR TRAFFIC CALMING MEASURES

Date:

We, the undersigned, respectfully petition the Transportation Commission to recommend to the Oak Park Board of Trustees that traffic calming measures be implemented:

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at the intersection of Adams and Wisconsin and _____
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- Pedestrian/Bicyclist safety issues 1
- Other _____

(rank these in order of importance with 1 being most problematic and 5 being least problematic)

* = This petition is being circulated by: (list name, address, and telephone number)

- | | Name |
|------|-----------------------|
| 1. * | <u>Kirin Juliano</u> |
| 2. | <u>Karen Hennig</u> |
| 3. | <u>J. O. P. Perry</u> |
| 4. | <u>Wendy Irwin</u> |
| 5. | <u>Andrea Loring</u> |
| 6. | <u>Chad Johnson</u> |
| 7. | <u>Bob</u> |
| 8. | <u>Mark</u> |
| 9. | <u>John</u> |
| 10. | <u>John Deering</u> |
| 11. | <u>Jill Parker</u> |
| 12. | <u>Ed</u> |
| 13. | <u>Dave Shore</u> |
| 14. | <u>M. Perry</u> |
| 15. | |

Address and Phone Number



This petition should be signed by residents representing at least 51% of the street frontage where the traffic calming measures are being requested. Also, ATTACH A LETTER EXPLAINING WHY THIS PETITION IS BEING SUBMITTED.

Return to: The Transportation Commission, Attention: Jill Juliano, The Village of Oak Park, Public Works Center, 201 South Boulevard, Oak Park, IL 60302.

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www.oak-park.us/your-government/citizen-commissions/transportation-commission

ver 20170720

Dear Ms. Juliano,

I am writing to you to request traffic calming measures at the intersection of Adams Street and Wisconsin Avenue.

The residents of the 600 and 700 blocks of Wisconsin would like to see a 4-way stop-sign installed at this intersection.

The intersection is currently controlled by a two-way stop (east and west). We need a four-way stop sign.

- This corner is an elementary school bus stop (north east corner). Young children have to cross Wisconsin in order to reach the bus stop and traffic does not stop for them to cross. We have witnessed incidents of cars on Wisconsin swerving around children in the cross walk as they attempt to cross the street. Students headed to Brooks Middle school and the high school must also cross Wisconsin.
- Traffic from Harlem uses our street as a cut through to Rush Oak Park Hospital, just north of us. Driver behavior is often distracted and we have witnessed many near-miss crashes at this intersection.
- Maple Avenue, one block west of us, is not a through street, causing increased north-south traffic on Wisconsin Avenue.

We would also like to request "No Parking Here to Corner" signs on all four streets to increase visibility and to make it possible for the bus to pull to the curb to load and unload children. As you know, daylighting is a pedestrian safety tool, achieved by removing parking spaces adjacent to curbs around an intersection, increasing visibility for pedestrians. Daylighting is especially helpful for child safety, as children often cannot see, or be seen by, oncoming traffic. With daylighting, children do not have to wade into the street to see vehicles entering the intersection.

Thank you for your time and attention to this matter.

Sincerely,



From: Elaine Pierce [REDACTED]
Sent: Thursday, March 21, 2019 11:45 AM
To: Transportation
Subject: Device at Adams and Wisconsin

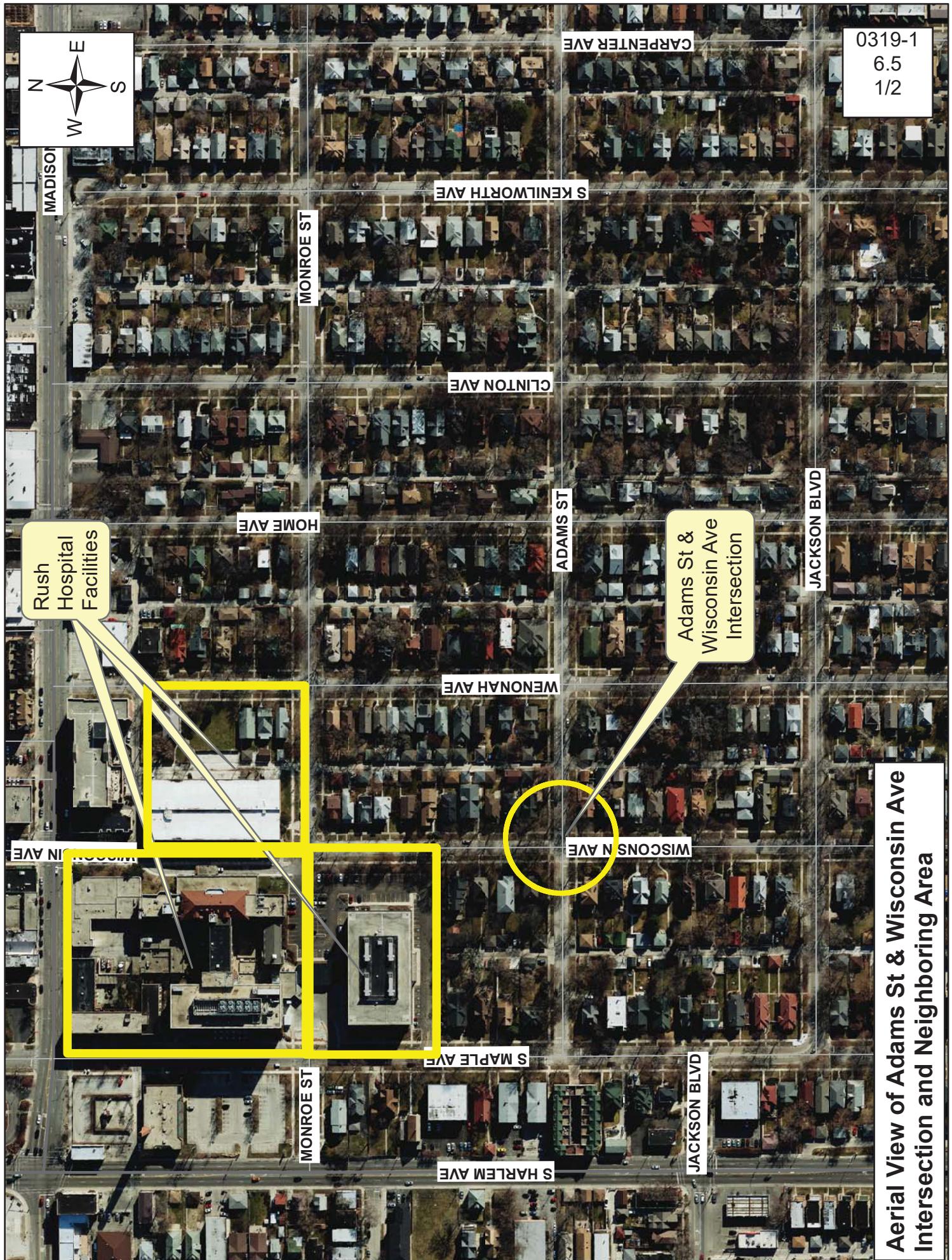
Per your request for comments regarding the petition to implement a traffic-calming device at the intersection of Adams Street and Wisconsin Avenue, I would like to note the following. I have lived at [REDACTED] Wisconsin since 1992, and have never felt the need for anything other than what is already in place at that intersection.

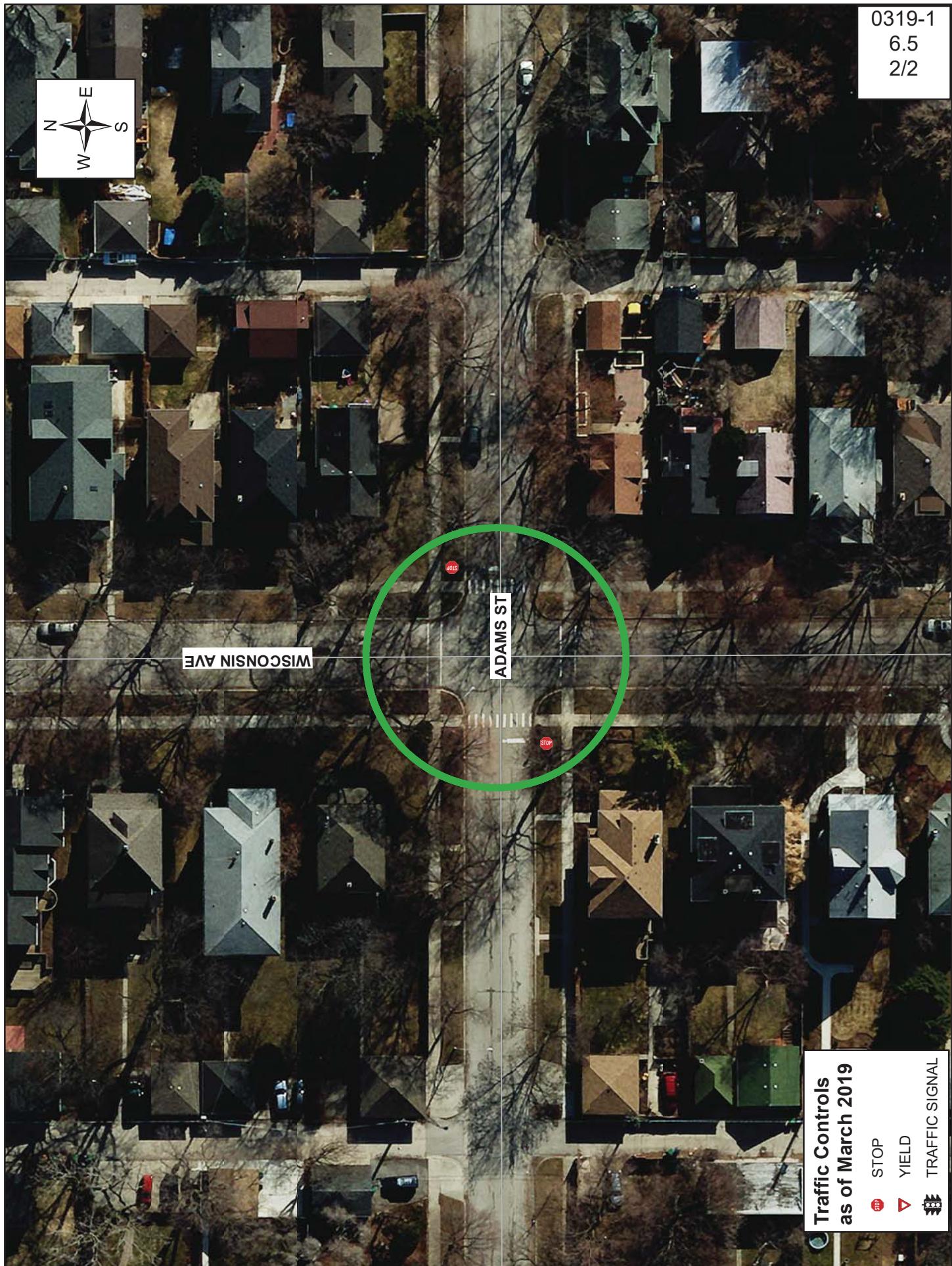
Hospital traffic does not seem to be a problem, and while there may be someone who periodically goes through the intersection more quickly than he or she should, that could probably be said about every intersection in Oak Park. I hope we do not become a village where every intersection is made a four-way stop.

Thank you for your consideration of my comment.

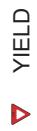
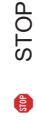
Elaine Pierce

Measure	Maximum Number of Points	Criteria for assigning a numerical score to traffic problems to be corrected by the use of Traffic Calming Measures - as approved by the Village Board of Trustees on November 6, 2017	minimum possible score	Intersection of Adams St & Wisconsin Ave																																																																									
Crash History	20	1-3 correctible crashes in a 3 year period = 5 points 4-10 correctible crashes in a 3 year period = 10 points more than 10 correctible crashes in a 3 year period = 15 points any correctible crash involving injury to a pedestrian/cyclist = 5 points	0 pts.	5																																																																									
Vehicle Speed	20	85th percentile speed is not over the speed limit = 0 points 85th percentile speed is 1 mph over the speed limit = 4 points 85th percentile speed is 2 mph over the speed limit = 8 points 85th percentile speed is 3 mph over the speed limit = 12 points 85th percentile speed is 4 mph over the speed limit = 16 points 85th percentile speed is 5 mph or more over the speed limit = 20 points outlier excessive speeding = 5 points	0 pts.	0																																																																									
Vehicle Volume	20	ADT < 750 = 0 points ADT = 751 - 1,350 = 5 points ADT = 1,351 - 1,950 = 10 points ADT = 1,951 - 2,550 = 15 points ADT > 2,550 = 20 points	0 pts.	5																																																																									
Pedestrian Traffic Generators	15	Any school, park, library, church, CTA station 1 block (660 ft.) or less away = 5 points Any school, park, library, church, CTA station 1 to 2 blocks (1,320 ft.) away = 3 points Any school, park, library, church, CTA station more than 2 blocks away = 0 points	0 pts.	0																																																																									
Bike Routes / Non-Bike Routes	10	Not identified as a proposed bike route/boulevard* = 3 points Identified as a Marked Shared Lane* = 6 points Identified as a Neighborhood Greenway, Dedicated Bike Lane, or Bike Boulevard* = 10 points * Per the VOP Bike Plan 2008 and 2015 VOP Bike Plan Addendum	3 pts.	10																																																																									
Community Interest	15	Final Score = Base Score (+10 to +15 points) minus External Negative Support Score (-1 to -5 points) External Negative Score is from responses from outside of the affected petition zone. <table border="1" data-bbox="486 1298 791 1516"> <tr><th colspan="4">51% petitions</th></tr> <tr><td>51%</td><td>-</td><td>59%</td><td>= 10 points</td></tr> <tr><td>60%</td><td>-</td><td>68%</td><td>= 11</td></tr> <tr><td>69%</td><td>-</td><td>77%</td><td>= 12</td></tr> <tr><td>78%</td><td>-</td><td>86%</td><td>= 13</td></tr> <tr><td>87%</td><td>-</td><td>95%</td><td>= 14</td></tr> <tr><td>96%</td><td>-</td><td>100%</td><td>= 15</td></tr> </table> <table border="1" data-bbox="824 1298 1134 1516"> <tr><th colspan="4">75% petitions</th></tr> <tr><td>75%</td><td>-</td><td>78%</td><td>= 10 points</td></tr> <tr><td>79%</td><td>-</td><td>82%</td><td>= 11</td></tr> <tr><td>83%</td><td>-</td><td>86%</td><td>= 12</td></tr> <tr><td>87%</td><td>-</td><td>90%</td><td>= 13</td></tr> <tr><td>91%</td><td>-</td><td>94%</td><td>= 14</td></tr> <tr><td>95%</td><td>-</td><td>100%</td><td>= 15</td></tr> </table> <table border="1" data-bbox="612 1552 1019 1763"> <tr><th colspan="2">% of negative replies</th><th>Subtract</th></tr> <tr><th colspan="2">Less than 10 or 16 replies</th><th>= - 0 points</th></tr> <tr><td rowspan="6" style="vertical-align: middle; text-align: center;">If at least 10 or 16 replies are received, subtract points based upon the percentage of replies that are negative</td><td>1%</td><td>- 20% = - 1 point</td></tr> <tr><td>21%</td><td>- 40% = - 2</td></tr> <tr><td>41%</td><td>- 60% = - 3</td></tr> <tr><td>61%</td><td>- 80% = - 4</td></tr> <tr><td>81%</td><td>- 100% = - 5 points</td></tr> </table>	51% petitions				51%	-	59%	= 10 points	60%	-	68%	= 11	69%	-	77%	= 12	78%	-	86%	= 13	87%	-	95%	= 14	96%	-	100%	= 15	75% petitions				75%	-	78%	= 10 points	79%	-	82%	= 11	83%	-	86%	= 12	87%	-	90%	= 13	91%	-	94%	= 14	95%	-	100%	= 15	% of negative replies		Subtract	Less than 10 or 16 replies		= - 0 points	If at least 10 or 16 replies are received, subtract points based upon the percentage of replies that are negative	1%	- 20% = - 1 point	21%	- 40% = - 2	41%	- 60% = - 3	61%	- 80% = - 4	81%	- 100% = - 5 points	10 pts. (5 pts. with minimum petition score + maximum external negative support)	10
51% petitions																																																																													
51%	-	59%	= 10 points																																																																										
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	61%	- 80% = - 4																																																																											
	81%	- 100% = - 5 points																																																																											
	Maximum Score	100	Minimum score necessary to submit petition to the Transportation Commission for review and recommendation = 25 points (minimum required)	13 pts.	30																																																																								

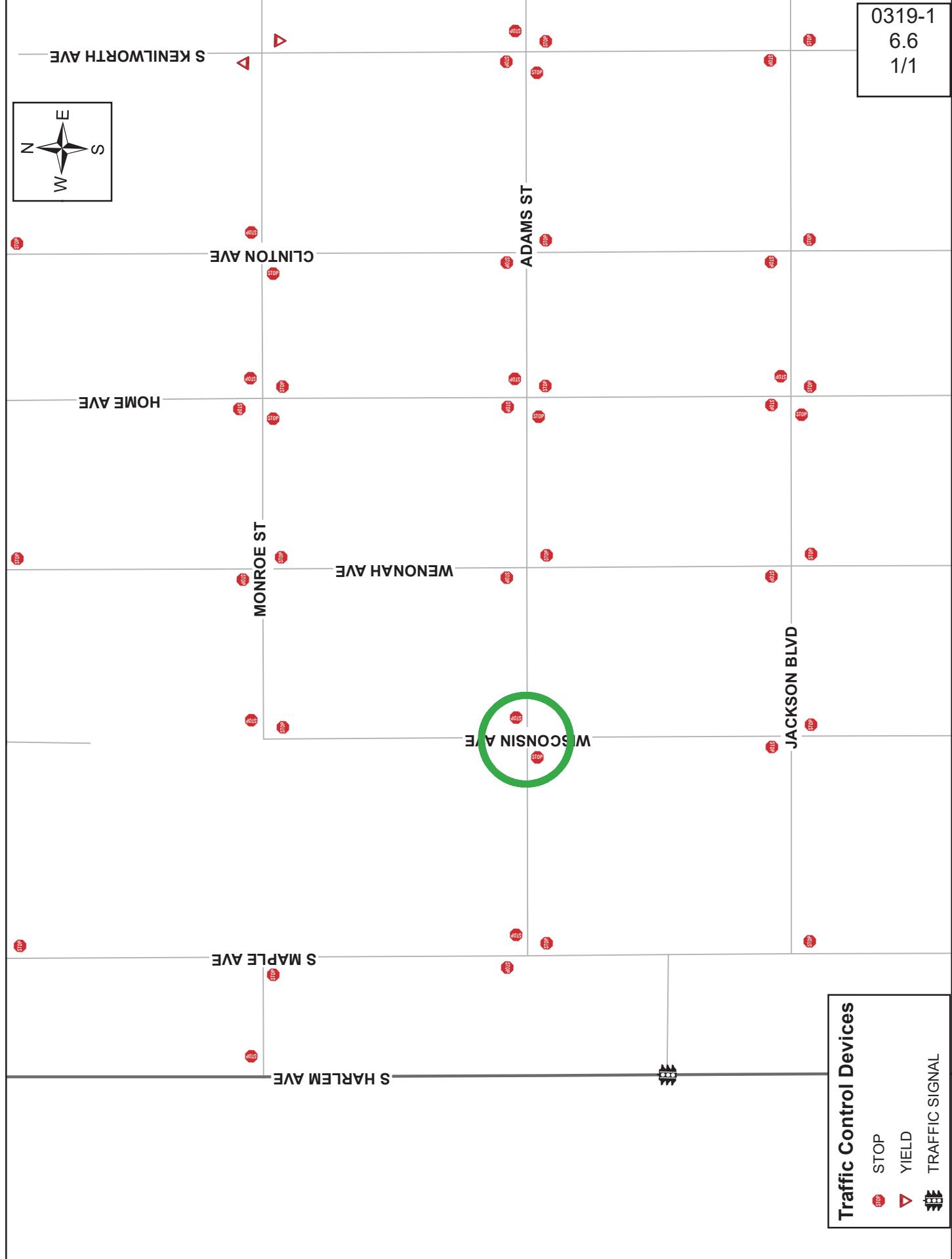
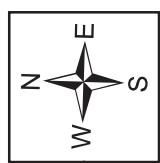




Traffic Controls
as of March 2019



0319-1
6.6
1/1

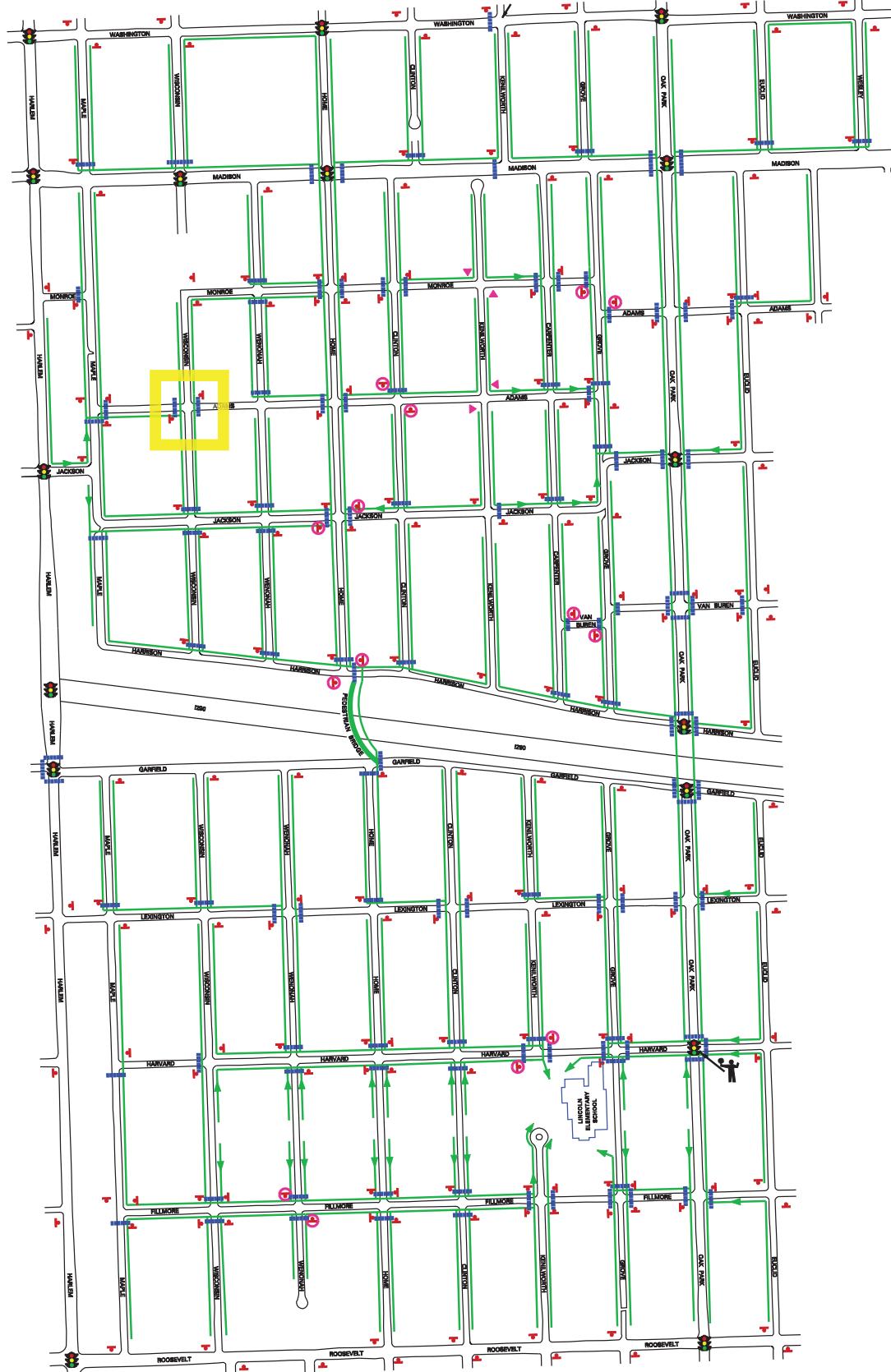


0319-1

6.7

1/1

NOT



NOTE TO PARENTS:

THIS MAP IS PROVIDED TO HELP YOU AND YOUR CHILD DETERMINE THE BEST WAY TO AND FROM SCHOOL. WE SUGGEST YOU REVIEW THE MAP AND TRAVEL THE ROUTE WITH YOUR CHILD, ANSWERING ANY QUESTIONS AND NOTING WALKWAYS, TRAFFIC CONTROLS, CROSSING GUARDS, ETC.

FOR QUESTIONS REGARDING BUSING, PLEASE CONTACT THE APPROPRIATE SCHOOL DISTRICT ADMINISTRATION OFFICE.

FOR QUESTIONS REGARDING THE SCHOOL PEDESTRIAN WALK ROUTE OR RIGHT-OF-WAY CONTROLS, PLEASE CONTACT THE VILLAGE OF OAK PARK PUBLIC WORKS DEPARTMENT- ENGINEERING DIVISION.



SAFE WALKING ROUTES TO SCHOOL:

LINCOLN ELEMENTARY SCHOOL
OAK PARK ELEMENTARY
SCHOOL DISTRICT 97

LEGEND:



- TRAFFIC SIGNAL



- STOP SIGN



- YIELD SIGN

○ - DENOTES NEW FORM
OF TRAFFIC CONTROL



- CROSSWALK

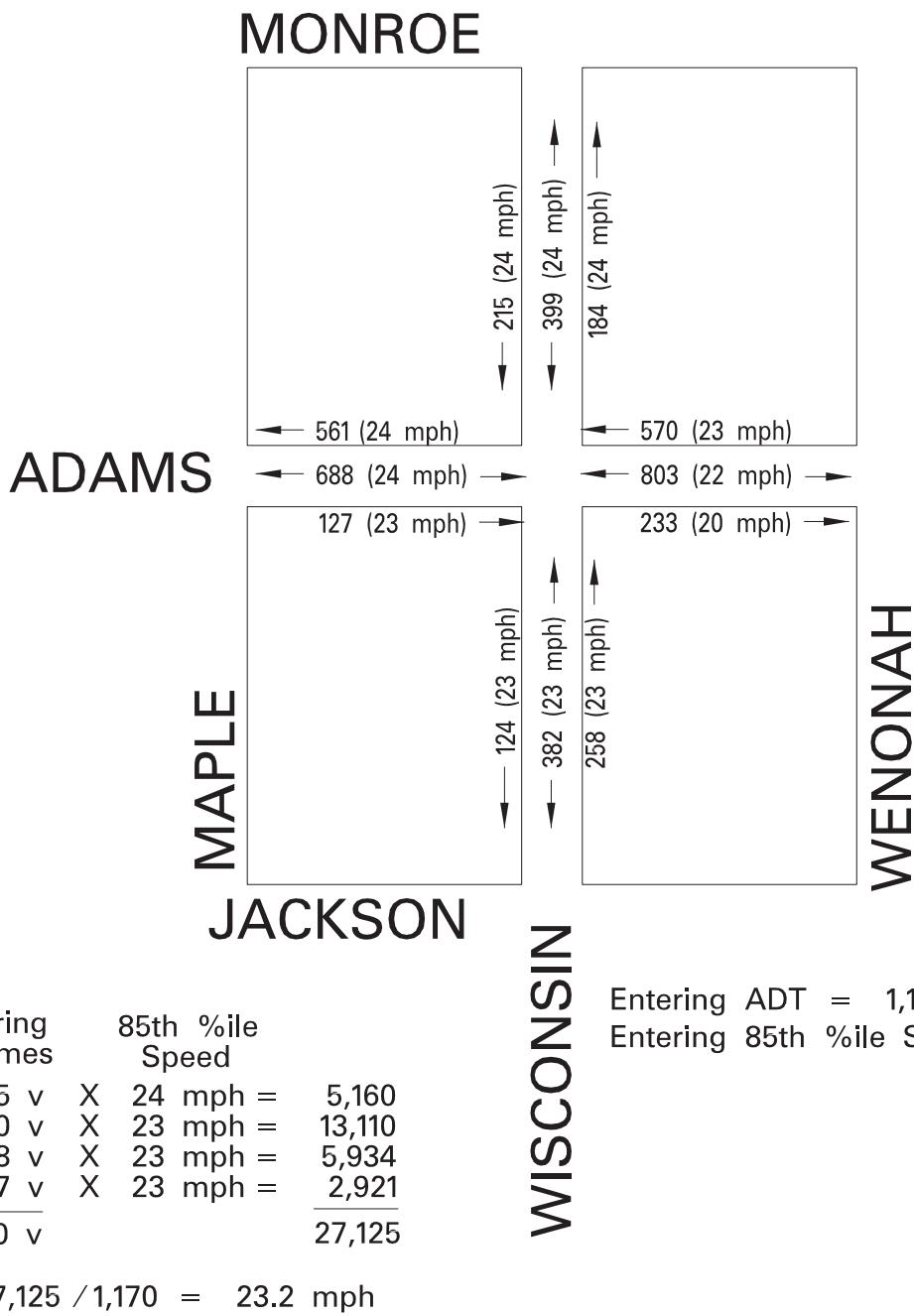


- SCHOOL WALK ROUTE

DATE: OCTOBER 2009



EXHIBIT NO: 3



215 v	X	24 mph	=	5,160
570 v	X	23 mph	=	13,110
258 v	X	23 mph	=	5,934
127 v	X	23 mph	=	2,921
<hr/>				
1,170 v				27,125

$$27,125 / 1,170 = 23.2 \text{ mph}$$

LEGEND

XXX (YY mph)–Volume (85th Percentile Speed)

Engineering
Division

By: JAJ
Date: 03-19-19

Directional Vehicle Volumes and Speeds on the 1027 & 1100 blocks of Adams St and the 600 & 700 blocks of Wisconsin Ave. Traffic data was collected on Thursday, March 7, 2019.

Fish Transportation Group

801 South Blvd Suite 5
Oak Park, IL 60302

Oak Park
Wisconsin Avenue & Adams Street
Wisconsin Ave - Monroe St & Adams St
North Leg

NB

Start Time	1	11	16	21	26	31	36	41	46	51	56	61	66	70	Total
03/07/19	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:00	0	1	4	0	2	0	0	0	0	0	0	0	0	0	7
07:00	0	0	0	6	2	2	0	0	0	0	0	0	0	0	10
08:00	1	2	5	6	3	0	0	0	0	0	0	0	0	0	17
09:00	0	2	4	2	0	0	0	0	0	0	0	0	0	0	8
10:00	1	2	1	1	0	0	0	0	0	0	0	0	0	0	5
11:00	0	2	3	6	1	0	0	0	0	0	0	0	0	0	12
12 PM	1	5	5	4	0	0	0	0	0	0	0	0	0	0	15
13:00	4	4	5	1	0	0	0	0	0	0	0	0	0	0	14
14:00	5	4	4	3	0	0	0	0	0	0	0	0	0	0	16
15:00	4	1	5	3	1	0	0	0	0	0	0	0	0	0	14
16:00	2	1	2	3	2	0	0	0	0	0	0	0	0	0	10
17:00	6	3	3	3	1	0	0	0	0	0	0	0	0	0	16
18:00	0	0	1	4	1	0	0	0	0	0	0	0	0	0	6
19:00	3	5	2	6	0	0	0	0	0	0	0	0	0	0	16
20:00	1	0	1	5	1	0	0	0	0	0	0	0	0	0	8
21:00	0	1	1	2	0	0	0	0	0	0	0	0	0	0	4
22:00	0	0	0	3	1	0	0	0	0	0	0	0	0	0	4
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	28	33	47	59	15	2	0	0	0	0	0	0	0	0	184
Percent	15.2%	17.9%	25.5%	32.1%	8.2%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Daily

15th Percentile : 9 MPH
50th Percentile : 18 MPH
85th Percentile : 24 MPH
95th Percentile : 27 MPH

Mean Speed(Average) : 18 MPH
10 MPH Pace Speed : 16-25 MPH
Number in Pace : 106
Percent in Pace : 57.6%
Number of Vehicles > 25 MPH : 17
Percent of Vehicles > 25 MPH : 9.2%

0319-1
6.8
2/13

Fish Transportation Group
801 South Blvd Suite 5
Oak Park, IL 60302

Oak Park Wisconsin Avenue & Adams Street
Wisconsin Ave - Monroe St & Adams St
North Leg

Mean Speed(Average):	19 MPH
10 MPH Pace Speed:	16-25 MPH
Number in Pace:	134
Percent in Pace:	62.3%
Number of Vehicles > 25 MPH:	27
Percent of Vehicles > 25 MPH:	12.6%

0319-1
6.8
3/13

Fish Transportation Group
801 South Blvd Suite 5
Oak Park, IL 60302

Oak Park
 Wisconsin Avenue & Adams Street
 Wisconsin Ave - Monroe St & Adams St
 North Leg

NB, SB	Start Time	10	11	16	21	26	31	36	41	46	51	56	61	65	66	67	68	Total
03/07/19	00:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	0	1	7	3	2	0	0	0	0	0	0	0	0	0	0	0	15
07:00	0	0	0	1	9	4	2	0	0	0	0	0	0	0	0	0	0	16
08:00	2	3	5	10	5	0	0	0	0	0	0	0	0	0	0	0	0	25
09:00	0	4	4	4	7	1	0	0	0	0	0	0	0	0	0	0	0	16
10:00	6	7	6	4	4	0	0	0	0	0	0	0	0	0	0	0	0	23
11:00	4	6	5	5	10	3	0	0	0	0	0	0	0	0	0	0	0	28
12 PM	4	9	10	11	1	0	0	0	0	0	0	0	0	0	0	0	0	35
13:00	6	5	9	5	3	1	0	0	0	0	0	0	0	0	0	0	0	29
14:00	7	7	8	8	2	0	0	0	0	0	0	0	0	0	0	0	0	32
15:00	6	3	10	13	3	1	0	0	0	0	0	0	0	0	0	0	0	36
16:00	2	7	7	8	4	0	0	0	0	0	0	0	0	0	0	0	0	28
17:00	8	5	9	15	2	0	0	0	0	0	0	0	0	0	0	0	0	39
18:00	0	1	4	8	3	0	0	0	0	0	0	0	0	0	0	0	0	16
19:00	4	5	5	10	0	1	0	0	0	0	0	0	0	0	0	0	0	25
20:00	1	1	5	8	2	0	0	0	0	0	0	0	0	0	0	0	0	17
21:00	0	1	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	8
22:00	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	6
23:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	50	65	99	141	39	5	0	0	0	0	0	0	0	0	0	0	0	399
Percent	12.5%	16.3%	24.8%	35.3%	9.8%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	399

Daily

15th Percentile : 10 MPH
 50th Percentile : 19 MPH
 85th Percentile : 24 MPH
 95th Percentile : 28 MPH

Mean Speed(Average) :

10 MPH Pace Speed : 19 MPH
 Number in Pace : 240

Percent in Pace : 60.2%
 Number of Vehicles > 25 MPH : 44

Percent of Vehicles > 25 MPH : 11.0%

0319-1
 6.8
 4/13

Fish Transportation Group
801 South Blvd Suite 5
Oak Park, IL 60302

Oak Park Wisconsin Avenue & Adams Street
 Adams St. - Wisconsin Ave & Wemonah Ave
 East Leg

Daily

Mean Speed(Average) :	13 MPH
10 MPH Pace Speed :	11-20 MPH
Number in Pace :	112
Percent in Pace :	48.1%
Number of Vehicles > 25 MPH :	9
Percent of Vehicles > 25 MPH :	3.9%

0319-1
6.8
5/13

Fish Transportation Group
801 South Blvd Suite 5
Oak Park, IL 60302

Oak Park
Wisconsin Avenue & Adams Street
Adams St - Wisconsin Ave & Wenonah Ave
East Leg

Mean Speed(Average) :	15 MPH
10 MPH Pace Speed :	11-20 MPH
Number in Pace :	271
Percent in Pace :	47.5%
Number of Vehicles > 25 MPH :	48
Percent of Vehicles > 25 MPH :	8.4%

0319-1
6.8
6/13

Fish Transportation Group
801 South Blvd Suite 5
Oak Park, IL 60302

Oak Park
Wisconsin Avenue & Adams Street
Adams St - Wisconsin Ave & Weronah Ave
East Leg

Daily

10 MPH Pace Speed :	Mean Speed(Average) :
11-20 MPH	15 MPH
Number in Pace :	13 MPH
Percent in Pace :	85% MPH
Number of Vehicles > 25 MPH :	22 MPH
Percent of Vehicles > 25 MPH :	26 MPH
11-20 MPH	15 MPH
383	11 MPH
47.7%	10 MPH
57	9 MPH
7.1%	8 MPH

0319-1
6.8
7/13

Fish Transportation Group
801 South Blvd Suite 5
Oak Park, IL 60302

Oak Park Wisconsin Avenue & Adams Street
Wisconsin Ave - Adams St & Jackson Blvd
South Leg

Mean Speed(Average) :	18 MPH
10 MPH Pace Speed	16-25 MPH
Number in Pace	163
Percent in Pace	63.2%
Number of Vehicles > 25 MPH	18
Percent of Vehicles > 25 MPH	7.0%

0319-1
6.8
8/13

Fish Transportation Group
801 South Blvd Suite 5
Oak Park, IL 60302

Oak Park Wisconsin Avenue & Adams Street
Wisconsin Ave - Adams St & Jackson Blvd
South Leg

0319-1
6.8
9/13

Fish Transportation Group
801 South Blvd Suite 5
Oak Park, IL 60302

Oak Park
 Wisconsin Avenue & Adams Street
 Wisconsin Ave - Adams St & Jackson Blvd
 South Leg

NB, SB	Start Time	10	11	16	21	26	30	35	36	41	46	51	56	60	65	66	67	68	Total
	03/07/19	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	0	2	2	2	5	0	0	0	0	0	0	0	0	0	0	0	0	9
07:00	2	9	4	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	25
08:00	10	6	9	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	32
09:00	8	5	5	5	1	2	0	0	0	0	0	0	0	0	0	0	0	0	21
10:00	5	8	6	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	25
11:00	4	3	5	5	6	2	0	0	0	0	0	0	0	0	0	0	0	0	20
12 PM	7	7	13	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35
13:00	1	10	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
14:00	4	3	13	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26
15:00	3	4	17	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31
16:00	1	3	10	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19
17:00	0	2	7	18	2	0	0	0	0	0	0	0	0	0	0	0	0	0	29
18:00	6	5	5	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	25
19:00	2	0	4	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	16
20:00	2	3	4	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	22
21:00	0	0	2	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10
22:00	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7
23:00	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	55	70	113	116	27	1	0	0	0	0	0	0	0	0	0	0	0	0	382
Percent	14.4%	18.3%	29.6%	30.4%	7.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Daily

15th Percentile : 10 MPH
 50th Percentile : 17 MPH
 85th Percentile : 23 MPH
 95th Percentile : 26 MPH

Mean Speed(Average) : 18 MPH
 10 MPH Pace Speed : 16-25 MPH
 Number in Pace : 229
 Percent in Pace : 59.9%
 Number of Vehicles > 25 MPH : 28
 Percent of Vehicles > 25 MPH : 7.3%

0319-1
 6.8
 10/13

Fish Transportation Group
801 South Blvd Suite 5
Oak Park, IL 60302

Oak Park Wisconsin Avenue & Adams Street
 Adams St - Wisconsin Ave & Maple Ave
 West Leg

Daily

Mean Speed(Average) :	17 MPH
10 MPH Pace Speed :	16-25 MPH
Number in Pace :	71
Percent in Pace :	55.9%
Number of Vehicles > 25 MPH :	6
Percent of Vehicles > 25 MPH :	4.7%

0319-1
6.8
11/13

Fish Transportation Group
801 South Blvd Suite 5
Oak Park, IL 60302

Oak Park Wisconsin Avenue & Adams Street
Adams St - Wisconsin Ave & Maple Ave
West Leg

Daily

Mean Speed(Average) :	19 MPH
10 MPH Pace Speed :	16-25 MPH
Number in Pace :	396
Percent in Pace :	70.6%
Number of Vehicles > 25 MPH :	50
Percent of Vehicles > 25 MPH :	8.9%

0319-1
6.8
12/13

Fish Transportation Group
801 South Blvd Suite 5
Oak Park, IL 60302

Oak Park Wisconsin Avenue & Adams Street
Adams St - Wisconsin Ave & Maple Ave
West Leg

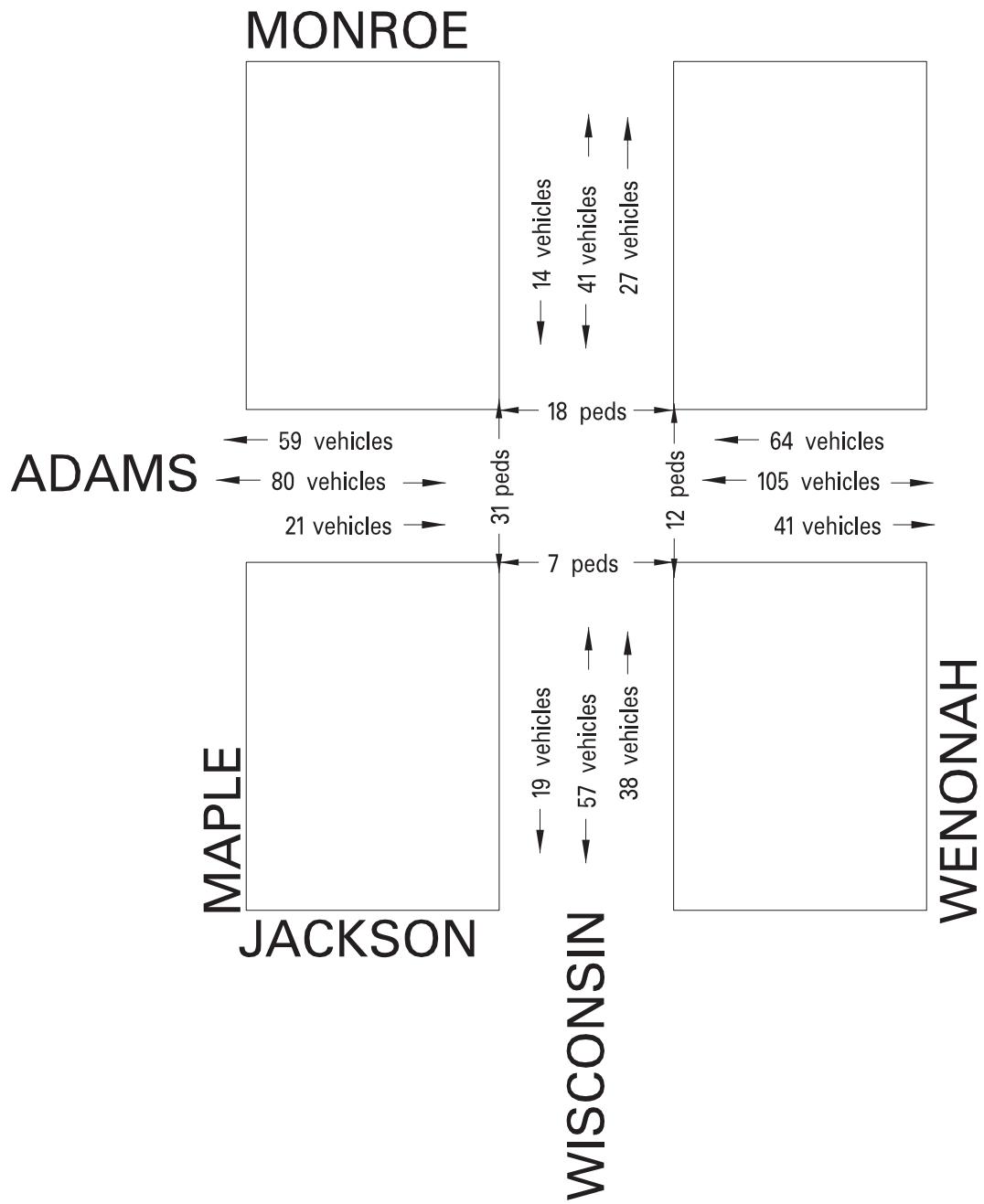
Daily

Mean Speed(Average):	19 MPH
10 MPH Pace Speed :	16-25 MPH
Number in Pace :	467
Percent in Pace :	67.9%
Number of Vehicles > 25 MPH :	56
Percent of Vehicles > 25 MPH :	8.1%

0319-1
6.8
13/13

0319-1
6.9
1/4

7:00AM-9:00AM
2 HOUR VOLUMES



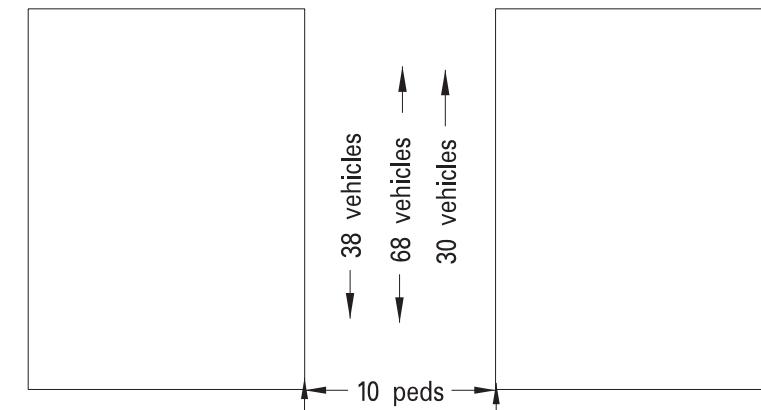
Engineering
Division

By: JAJ
Date: 03-18-19

Pedestrian and Vehicle Volumes on
the 1027 & 1100 blocks of Adams St and
the 600 & 700 blocks of Wisconsin Ave
Pedestrian data was collected on Thursday,
March 7, 2019.

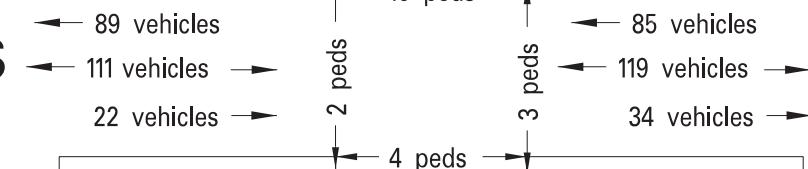
2:00PM-4:00PM
2 HOUR VOLUMES

MONROE



N

ADAMS



MAPLE

JACKSON

WISCONSIN

WENONAH

Engineering
Division

By: JAJ
Date: 03-18-19

Pedestrian and Vehicle Volumes on
the 1027 & 1100 blocks of Adams St and
the 600 & 700 blocks of Wisconsin Ave
Pedestrian data was collected on Thursday,
March 7, 2019.

Fish Transportation Group

801 South Blvd Suite 5

Oak Park, IL 60302

0319-1

6.9

3/4

Oak Park

Wisconsin Avenue & Adams Street

Groups Printed- Bikes/Peds

Start Time	Wisconsin Avenue From North				Adams Street From East				Wisconsin Avenue From South				Adams Street From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
07:00 AM	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	2	5
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	4	0	0	0	7	0	0	0	1	0	0	0	6	18
07:45 AM	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	5	10
Total	0	0	0	8	0	0	0	8	0	0	0	4	0	0	0	15	35
08:00 AM	0	0	0	3	0	0	0	4	0	0	0	2	0	0	0	6	15
08:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
08:30 AM	1	0	0	4	0	0	0	0	0	0	0	1	0	0	0	3	9
08:45 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	6	8
Total	1	0	0	10	0	0	0	4	0	0	0	3	0	0	0	16	34

No Data

02:00 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	1	5
03:00 PM	0	0	0	4	0	0	0	1	0	0	0	2	0	0	0	0	7
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
03:30 PM	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	0	5
03:45 PM	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	3
Total	0	0	0	7	0	0	0	2	1	0	0	4	1	0	0	1	16

Fish Transportation Group

801 South Blvd Suite 5

Oak Park, IL 60302

0319-1

6.9

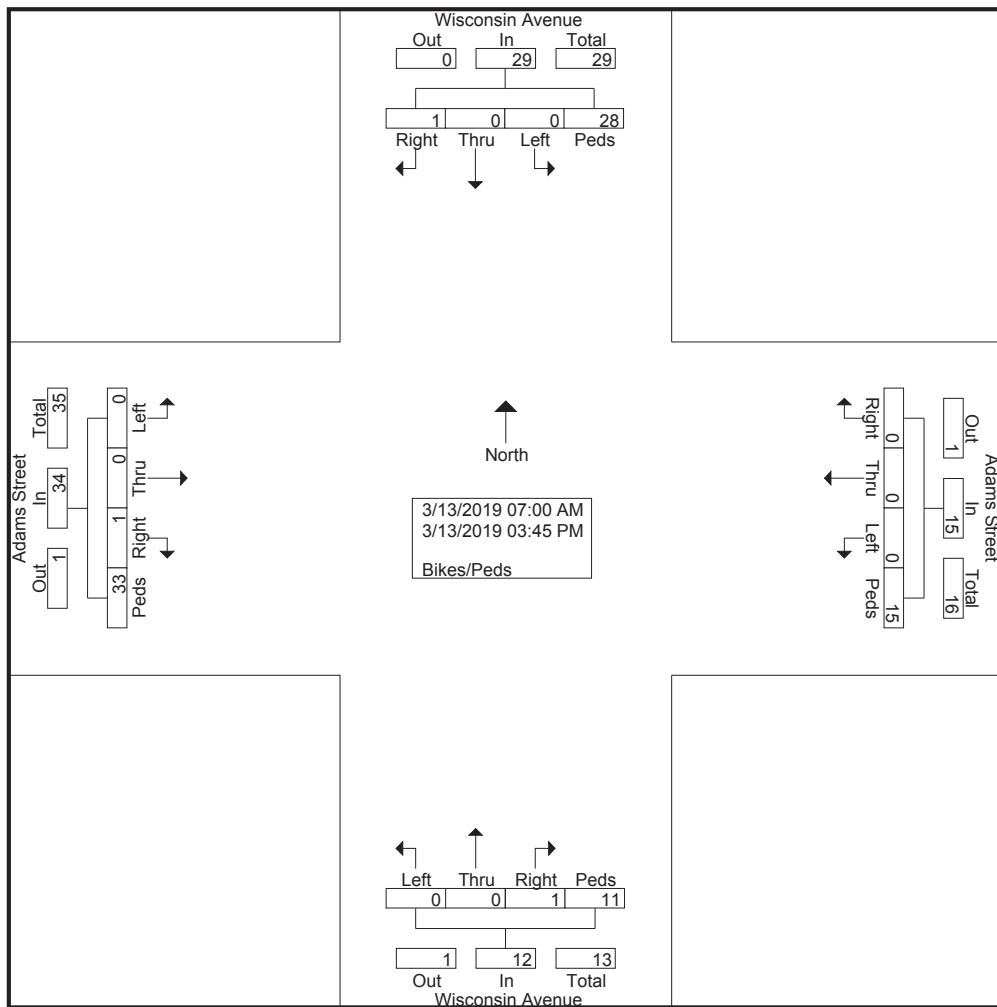
4/4

Oak Park

Wisconsin Avenue & Adams Street

Groups Printed- Bikes/Peds

	Wisconsin Avenue From North				Adams Street From East				Wisconsin Avenue From South				Adams Street From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
Grand Total	1	0	0	28	0	0	0	15	1	0	0	11	1	0	0	33	90
Apprch %	3.4	0	0	96.6	0	0	0	100	8.3	0	0	91.7	2.9	0	0	97.1	
Total %	1.1	0	0	31.1	0	0	0	16.7	1.1	0	0	12.2	1.1	0	0	36.7	



VILLAGE OF OAK PARK
COLLISION DIAGRAM

0319-1

6.10

1/1

N

S

W E

HISTORICAL DATA - JAN 1995-DEC 1997

UNCONTROLLED INTERSECTION 12-31-97

1995-1997 # OF CRASHES=6, ADT=1911

1997 CRASH RATE=2.867 Acc/MEV

CRITICAL CRASH RATE=1.029 Acc/MEV

E-W STOP CONTROLLED INTERSECTION 08-24-99

2016-2018 # OF CRASHES=1, ADT=1170

2018 CRASH RATE=0.781 Acc/MEV

05-26-16 19:00
Clear - Dry

Adams Street

Wisconsin Avenue

2018=0
2017=0
2016=1



SYMBOLS	TYPES OF COLLISIONS		
←	MOVING VEHICLE	↔	REAR END
↔	BACKING VEHICLE	→	HEAD ON
↔—	PEDESTRIAN	→	SIDE SWIPE
□	PARKED VEHICLE	→	OUT OF CONTROL
□	FIXED OBJECT	→	LEFT TURN
●	FATAL ACCIDENT		RIGHT ANGLE
○	INJURY ACCIDENT		1. Date and Time 2. Weather and Road Surface Conditions
INTERSECTION of Adams Street and Wisconsin Avenue			
PERIOD: 36 Months	FROM: January 2016	TO: December 2018	
BY: JAJ	DATE: March 15, 2019	NO SCALE	



The Village of Oak Park 708.383.6400
Village Hall Fax 708.383.9584
123 Madison Street TTY 708.383.0048
Oak Park, Illinois 60302-4272 village@village.oak-park.il.us

0319-1
6.11
1/1

March 15, 2019

TO: BUSINESSES & RESIDENTS OF THE 600 & 700 BLOCKS OF MAPLE AVENUE
BUSINESSES & RESIDENTS OF THE 600 & 700 BLOCKS OF WENONAH AVENUE
BUSINESSES & RESIDENTS OF THE 600 & 700 BLOCKS OF WISCONSIN AVENUE
RESIDENTS OF THE 1027 & 1101 BLOCKS OF ADAMS STREET
RESIDENTS OF THE 1027 & 1101 BLOCKS OF JACKSON BOULEVARD
RESIDENTS OF THE 1027 & 1101 BLOCKS OF MONROE STREET

RE: PETITION TO IMPLEMENT A TRAFFIC CALMING DEVICE AT THE INTERSECTION OF ADAMS STREET AND WISCONSIN AVENUE

Dear Resident or Business Owner:

The Village of Oak Park has received a petition to implement a traffic calming device at the intersection of Adams Street and Wisconsin Avenue.

The Transportation Commission may consider traffic calming measures from the Village's Traffic Calming Toolbox during its review. Below is the URL address to the Village's webpage showing a matrix of the 32 traffic calming measures in the Toolbox:

https://www.oak-park.us/sites/default/files/public-works/matrix_table.pdf

The Transportation Commission is scheduled to review this petition at its upcoming public meeting being held at 7:00 PM on Monday, March 25, 2019, in the Council Chambers of Village Hall.

You are invited to attend this public meeting to give testimony. If you wish to comment but are unable to attend, you may submit your comments in writing to the undersigned by U.S. mail, by fax to (708) 434-1600, or by email at transportation@oak-park.us. All comments must be received by Thursday, March 21, 2019 at 12:00 noon for inclusion in the Commission's agenda.

A copy of the Transportation Commission's agenda will be posted on the Village of Oak Park's website (www.oakpark.us) on Thursday, March 21st after 5:00PM for public review and inspection.

Sincerely,

THE VILLAGE OF OAK PARK

Jill Juliano

Jill Juliano, P.E.
Transportation Engineer

Village of Oak Park
Public Works Center
201 South Boulevard
Oak Park, IL 60302

Village Of Oak Park
Transportation Commission Agenda Item

Item Title: Review update of Village's Bicycle plan and its implementation

Review Date: March 25, 2019

Prepared By: Michael Koperniak

Abstract (briefly describe the item being reviewed):

One item on the Transportation Commission's approved 2019 Work Plan is to review the update of the Village's Bicycle Plan and its implementation. This item was carried over from the 2018 work plan. The time frame for this item is to start in the first quarter and finish by the third quarter of 2019. The outcomes of this review include:

- Make Village more bike friendly
- Prioritize streets for implementing the plan
- Review how bike plan interacts with Village's 5-year capital improvement plan program
- Implement a public education campaign
- Engage the public to improve and accelerate implementation of the bike plan
- Review why Divvy Bike Program failed
- Increase the level of bike sharing

Staff Recommendation(s):

(1) The Transportation Commission should prioritize and provide reasons for improving streets on the Neighborhood Greenways Network. (2) Consider recommending that a knowledgeable and dedicated bicycle group, such as the Active Transportation Alliance, spearhead the implementation of a public education campaign. (3) Consider ways to engage the public to improve and accelerate the implementation of the bike plan.

Supporting Documentation Is Attached

MEMORANDUM

0319-1

7.2

1/3

Date: March 25, 2019

To: Transportation Commission

From: Mike Koperniak, Staff Liaison

Parking and Traffic Commission M.K.

Re: Review update of Village's Bicycle plan and its implementation

One item on the Transportation Commission's approved 2019 Work Plan is to review the update of the Village's Bicycle Plan and its implementation. This item was carried over from the 2018 work plan. The time frame for this item is to start in the first quarter and finish by the third quarter of 2019. The outcomes of this review include:

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- Engage the public to improve and accelerate implementation of the bike plan
- Review why Divvy Bike Program failed
- Increase the level of bike sharing

The first work plan outcome is to make the Village more bike friendly. To achieve this outcome, the Village adopted a bicycle boulevard plan in 2008 and then updated and expanded the plan in 2015. The next step is to implement the recommendations in the two bike plans.

As used in the Village of Oak Park's adopted bicycle plan entitled Neighborhood Greenways System Study & Bike Share Feasibility Study adopted July 20, 2015, the term "Neighborhood Greenways" are streets designed to prioritize bicycle travel with infrastructure features that calm and reduce vehicular traffic on neighborhood streets, and improve safety at busy intersections. A paper copy of the adopted bicycle plan will be provided to Commission members for use on this work plan item. In the interim, a downloadable PDF version of the plan can be found at:

<https://www.oak-park.us/sites/default/files/public-works/2015-07-20-greenways-bike-share-feasibility-study.pdf>

Attached as Exhibit A is a twelve page extract from the above referenced 2015 plan related to the neighborhood greenways network (NGN). This extract defines neighborhood greenways; provides a process to identify streets to include in the network; provides selection criteria to choose streets to include in the network; graphically identifies existing bicycle crash conditions; provides a tabular overview of the recommended neighborhood greenway network; graphically identifies the 2008 bicycle plan boulevards recommendations; graphically identifies the neighborhood greenways network recommendations; graphically identifies the existing bicycle infrastructure and neighborhood greenways network; graphically identifies Oak Park destinations, institutions, and neighborhood gateways; and graphically identifies the Oak Park neighborhood greenways in a regional context.

The second work plan outcome is to prioritize streets for implementing the plan and to recommend specific improvements on the streets. Staff recommends that the Transportation Commission spend the next several months prioritizing the NGN streets and recommending specific improvements based on the adopted bicycle plan.

The third work plan item is to review how the bike plan interacts with Village's 5-year capital improvement plan program. Improvements to the NGN typically can be accomplished by one of two means.

The first way is to include the improvements as part of annual capital improvement projects, such as street resurfacing, for streets that happen to be a part of the NGN. Exhibit B consists of a series of maps covering the years 2016 through 2023 that show the NGN in relation to past actually constructed and proposed future capital improvement projects. It should be noted that future proposed capital improvement projects are subject to change. It can be seen that not many capital improvement projects coincide with NGN streets.

The second way that improvements can occur on NGN streets is via a capital improvement project or projects dedicated solely to improvements to streets included in the NGN. Exhibit C is an extract from the Village's adopted 2019 through 2023 Capital Improvement Plan as it relates to infrastructure improvements for bicycle users. It should be noted that these improvements have a 'D' priority code which means that the project is optional but beneficial

to the Village in social, cultural, or aesthetic ways. It is most likely that the NGN streets prioritized and specific improvements recommended by the Transportation Commission and included in the adopted bicycle plan will be implemented under this particular dedicated program.

The fourth work plan outcome is to implement a public education campaign. The Commission should discuss and recommend the type, reach, and extent of the public education campaign. The Commission should consider recommending that a knowledgeable and dedicated bicycle group, such as the Active Transportation Alliance, spearhead and/or play an instrumental role in the development and implementation of a public education campaign. The Village already has a dedicated bicycle webpage, exhibit D, that can be found at:

<https://www.oak-park.us/our-community/bicycling-oak-park>

The fifth work plan outcome is to engage the public to improve and accelerate implementation of the bike plan. The Commission should discuss how best to accomplish this outcome.

The sixth and seventh work plan outcomes are to review why the Divvy Bike Program failed and to increase the level of bike sharing. These two outcomes are related. The Divvy Bike Program did not "fail". Rather, the Village Board of Trustees decided to go in a different direction. At its March 5, 2018 meeting, the Village Board adopted a motion to direct Staff to explore other bike sharing alternatives. At its July 16, 2018 meeting, the Village Board considered an update on options for a dockless bike share program in the Village of Oak Park. More detailed commentary on the Village Board's actions will be provided at a future meeting.

Conclusion - Tonight's meeting is the initial Commission meeting regarding this work plan item. The Commission may want to discuss the work plan outcomes in detail and develop a timeline for completing this work plan by the end of the third quarter of this year.

0319-1

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1/12

NEIGHBORHOOD GREENWAYS SYSTEM STUDY BIKE SHARE FEASIBILITY STUDY Oak Park



A

ADOPTED JULY 20, 2015



ACTIVE
TRANSPORTATION
ALLIANCE

VISION & POLICY STATEMENT

The Village of Oak Park is committed to providing a vibrant community environment where residents and their families can participate in a healthy, inclusive, and ecologically mindful culture. Local streets bring the Village's social and economic assets into the everyday quality of life; therefore a primary community objective is to ensure a safe, convenient, multimodal transportation network.

Pursuant to this vision, a Bicycle Plan was adopted in 2008, establishing dual goals of increasing bicycle use and creating a safe and inviting environment for cycling. The Village seeks to apply new innovations and infrastructure strategies to realize this vision, and therefore embarks upon the creation two recommended strategies from the 2008 plan: 1) Developing a Bicycle Boulevard System (called Neighborhood Greenways in this plan) and 2) Implementing a bike share system.

PROJECT SUMMARY & GOALS

In accordance with the goals stated above, the Village of Oak Park has initiated a Neighborhood Greenways System Study and Bike Share Feasibility Study in two distinct components:

Component 1: The Neighborhood Greenways System Study contains detailed infrastructure strategies for the development of Neighborhood Greenways on Oak Park's connected grid of low-traffic, low-speed, residential streets.

Component 2: The Bike Share Feasibility Study provides specific placement recommendations for Bike Share infrastructure to ensure that an established system will support community access to transit hubs, job centers, and local businesses, as well as cultural and tourist destinations.

N
G
ar
slow speed streets
designed to
accommodate cyclists
of all ages. Image
credit: littlehiccups.net

The Study and implementation of its recommended strategies will advance several community goals from the 2008 Bicycle Plan as well as other Village priorities, including:

Increase the number of people riding bikes and encourage new people to bike

Create a safe and inviting environment for people of all bicycling abilities

Make cycling a commonplace and easy transportation choice by developing a network of efficient routes

Increase the visibility of bikeways in Oak Park

Reduce congestion and improve air quality

Increase the reach of transit

Improve the health of residents



BIKE SHARE
provides a convenient
bicycle transportation
option for short trips.

METHODOLOGY & PUBLIC OUTREACH

The consultant team employed the following methods to generate the recommendations proposed in the two studies:

Data Analysis: Analyze available data to determine existing conditions, including traffic and crash data, land use patterns, existing infrastructure, and street geometry to reinforce the validity of the recommendations.

Field Work: Conduct field work by taking street measurements and traveling potential routes on-bike to identify opportunities and barriers.

Community Input: Gather valuable public input from community members through an online survey and public outreach events.

Specific methodologies for each study are discussed in the corresponding chapters.

NEIGHBORHOOD GREENWAYS NETWORK

Objective: Oak Park will have a network of streets that serve cyclists ages 8 to 80.

This study aims to address the concerns of cyclists who are less confident and ensure that the Village provides a network of family-friendly bikeways that are comfortable for cyclists of any age.

WHAT ARE NEIGHBORHOOD GREENWAYS?

The Village of Oak Park has experienced a bicycling boom in recent years. On a visit to Oak Park on a warm summer day you will find teens biking to the park, families out for a leisurely ride, and bike racks filled to capacity. Many view Oak Park as an ideal place to bike due to its gridded street network and abundance of low-speed residential streets. Yet others still feel unsafe riding on-street, and even confident cyclists can point to challenging intersections and street segments throughout the Village.

Neighborhood Greenways are streets designed to prioritize bicycle travel with infrastructure features that calm and reduce vehicular traffic on neighborhood streets, and improve safety at busy intersections. When designed as a network, the result is an attractive, safe, and comfortable environment for cyclists of all ages and abilities, and more peaceful residential streets.

This plan addresses the Neighborhood Greenways concept in Oak Park in the following ways:

Identifies an enhanced network of residential streets to be considered Neighborhood Greenways.

Provides a toolbox of facilities to be used throughout the Neighborhood Greenways system based on design principles.

Classifies design challenges specific to Oak Park's network and applies the tools to those areas.

Points recommendations for the Neighborhood Greenways system by route and intersection.

PROCESS AND OUTREACH

The consultant team employed the following methodology to generate the recommendations of the Neighborhood Greenways System Study:

Analyzed available data to determine existing conditions. This includes traffic and crash data, land use patterns, existing infrastructure, and street geometry to reinforce the validity of the Neighborhood Greenways System recommendations.

Reviewed the 2008 Oak Park Bicycle Plan for Neighborhood Greenways network recommendations and identified opportunities for alternate routes based on current standards and best practices in bikeways design.

Reviewed the 2014 Comprehensive Plan for consistency with bicycle network recommendations.

Presented the goals, methodology, and vision to the Plan Commission and Transportation Commission to reach a consensus on the planning process and desired project outcomes.

Conducted field work by taking street measurements and traveling potential routes on-bike to identify opportunities and barriers.

Gathered valuable public input from community members at a feedback session on the proposed Neighborhood Greenways System. See the Appendix for results from an online survey that was disseminated to Oak Park residents.

cyclists, but are shared by cyclists and drivers, and provide ideal conditions for pedestrians.

Additionally, the practice of bikeway design has progressed since the 2008 plan. As such, the original network has been re-examined for inclusion in the final recommendations. The project team looked at several routes that could help Oak Park achieve greater connectivity, provide a safer environment for cyclists, and serve a greater segment of Oak Park's population.

Routes evaluated in this study were chosen based on the following criteria:

Local streets with low automobile traffic volume

Continuous or relatively easy to navigate street segments at least $\frac{1}{2}$ mile long

Accessible to priority community destinations, such as transit and schools

Located on or adjacent to Safe Routes to Schools

Linked to Oak Park's existing bike network

Connected to bike routes in neighboring communities

Supported by the community

Additional considerations were made based on the following criteria:

Provides a crossing over the Eisenhower Expressway or a safe route to a crossing

Creates a network that is accessible to more residents

Bicycle crash rates

Each route's appropriateness was evaluated using the selection criteria. The Project Team conducted an additional on-bike field check to assess the routes from a cyclist's perspective and identify problem areas.

SELECTION CRITERIA

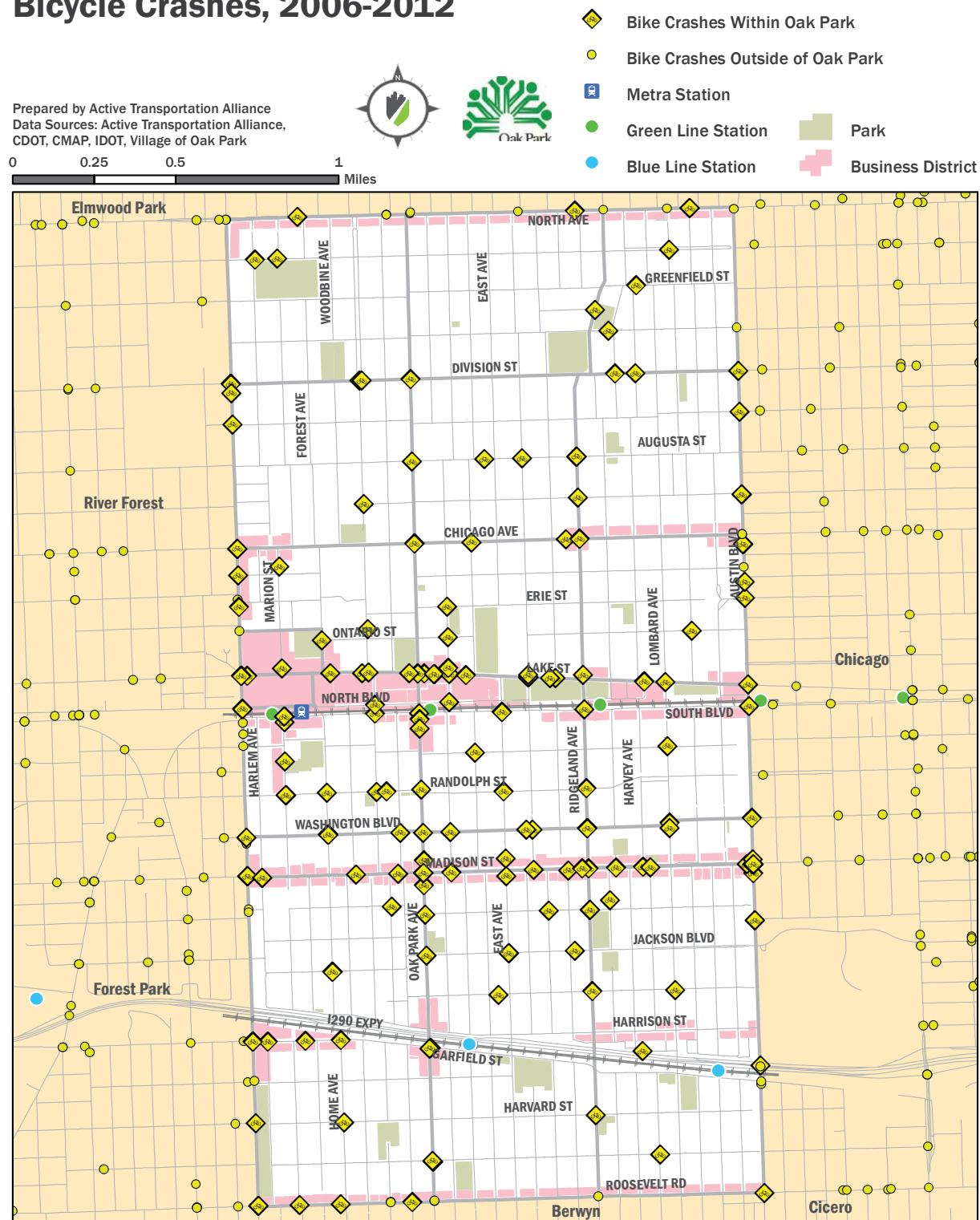
Many of Oak Park's residential streets are ideal candidates for Neighborhood Greenways in that they have relatively low traffic volumes and vehicle speeds, provide access to neighborhood destinations, and are reasonably straight and easily navigable. These are the streets that cyclists are already using, but would benefit from some enhancements to inspire even the most cautious cyclist to use.

The 2008 Oak Park Bike Plan identifies approximately 23 miles of proposed "bicycle boulevard" streets. Through the current planning process, the Village of Oak Park opted to brand the bicycle boulevard system as "Neighborhood Greenways." This decision was made for a couple of reasons. First, by using the term Neighborhood Greenways, the Village's branding will be consistent with local and national cities, Chicago uses the term as do the Portland and Seattle. Second, the term was chosen to be inclusive of the types of users of the Neighborhood Greenway system, e.g., the streets in the network are not just for

EXISTING CONDITIONS - BICYCLE CRASHES

Bicycle crashes were one of the variables considered in the development of the Greenways network. Oak Park had 191 reported bicycle crashes from 2006 to 2012. Crashes were more likely to occur at intersections along major corridors, like Madison Street, Lake Street, and North and South Boulevard. Crashes were most likely to be caused by drivers or cyclists failing to yield right of way to one another.

Bicycle Crashes, 2006-2012



OVERVIEW OF THE RECOMMENDED NEIGHBORHOOD GREENWAYS NETWORK

Oak Park's Neighborhood Greenways network will provide residents and visitors with an interconnected series of low-traffic roads with slow-moving vehicles that are suitable for cyclists of any age. The network provides options for children to ride safely to school, families to visit parks and libraries, and others to enjoy a comfortable ride to the store.

The 2008 plan included six main routes, two connecting the Village from north to south and four connecting the Village from east to west, see map on the following page). Based on the data collected, additional routes are recommended for inclusion in the Neighborhood Greenways network. All suggested routes are listed in Table 2A and depicted in the map on the following page.

TABLE 2A RECOMMENDED NEIGHBORHOOD GREENWAYS NETWORK	Recommended Bike Boulevard in 2008 Bike Plan?	Direction of Travel
LeMoyne Parkway	Yes	E/W
Thomas Street	No	E/W
Erie Street	Yes	E/W
Pleasant Street	Yes	E/W
Adams/Harrison/Van Buren Street	No	E/W
Harvard Street	Yes	E/W
Kenilworth Avenue	Alternate recommendation to 2008 Bike Plan	N/S
Fair Oaks/Scoville Avenue	No	N/S
Lombard/Harvey/Lombard Avenue	Alternate recommendation to 2008 Bike Plan	N/S

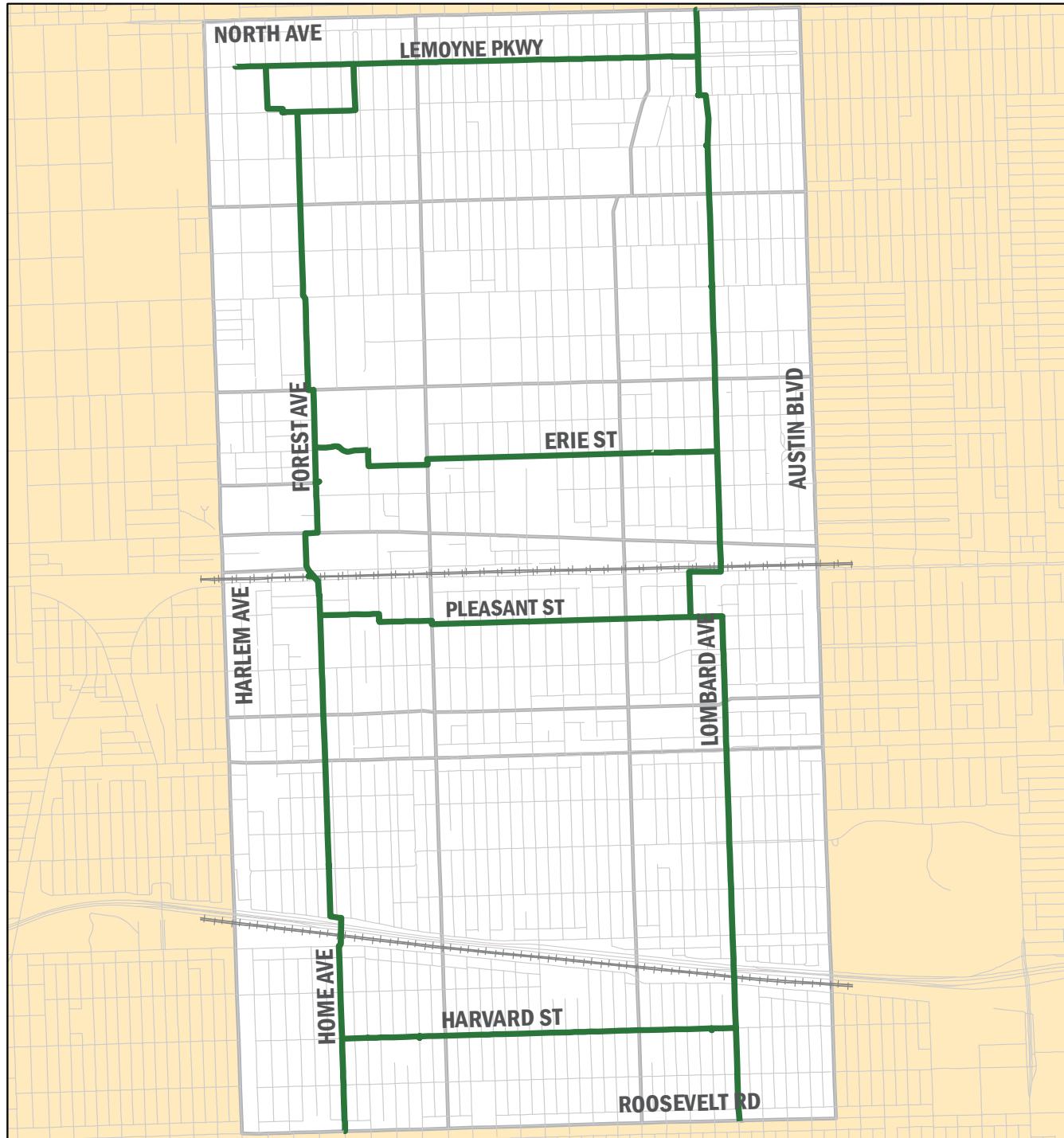
2008 Bicycle Plan Bike Boulevard Recommendations

Prepared by Active Transportation Alliance
Data Sources: Active Transportation Alliance,
CMAP, Community Input, Village of Oak Park

0 0.25 0.5 1 Miles



— Bike Boulevard



Neighborhood Greenways Network Recommendations

Prepared by Active Transportation Alliance
Data Sources: Active Transportation Alliance,
CMAP, Village of Oak Park



— Neighborhood Greenways Network

— Home Ave. Overpass

+ Business District

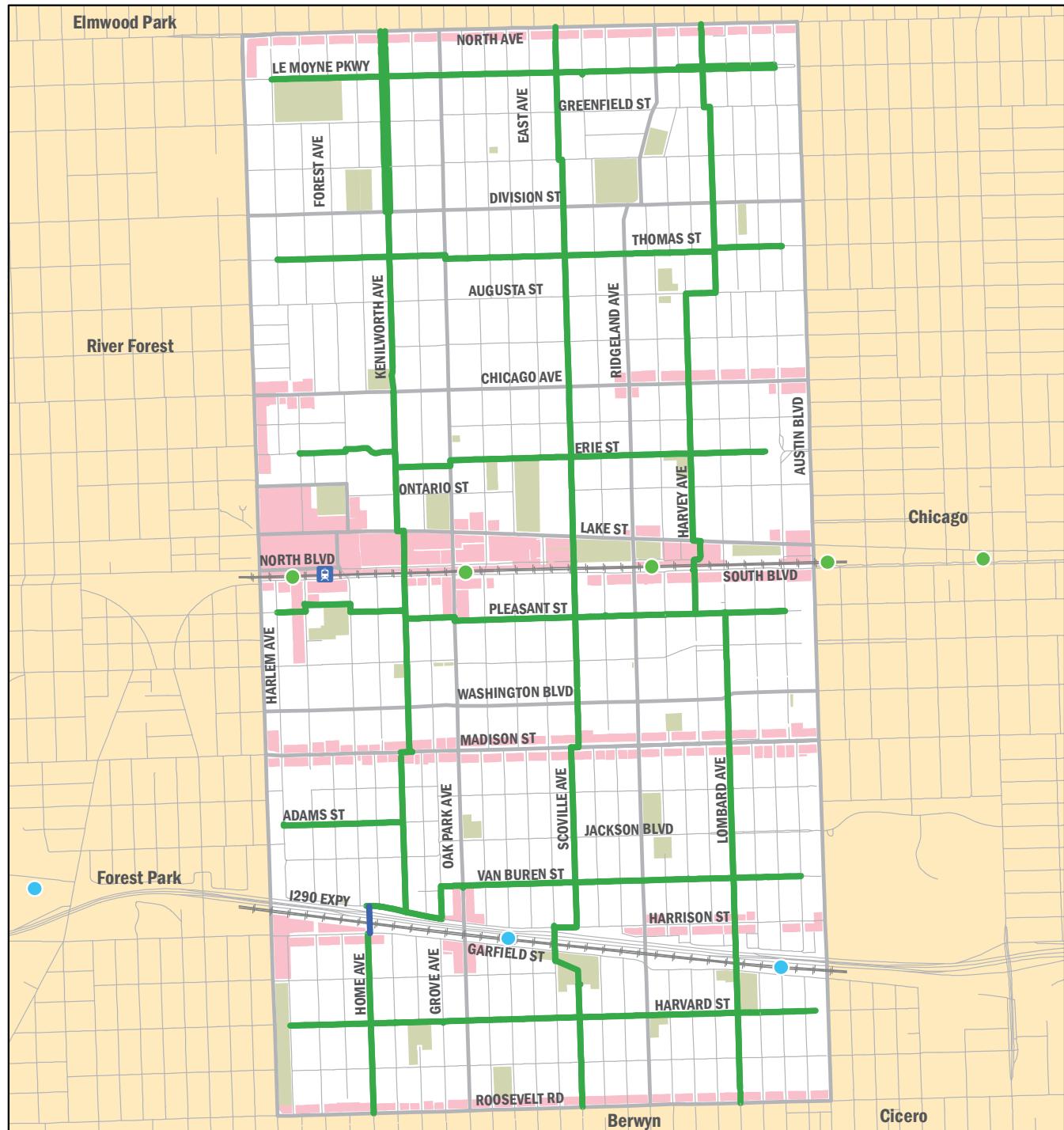
● Green Line Station

■ Park

● Blue Line Station

■ Metra Station

0 0.25 0.5 1 Miles



NEIGHBORHOOD GREENWAYS AND THE BICYCLE NETWORK

Oak Park's current bicycle network consists of dedicated bike lanes on Chicago Avenue and Division Street, a marked shared lane along Jackson, a signed route along the Grand Illinois Trail on Augusta Street, and numerous bike lockers and bicycle racks. The map below features the Village's bicycle facilities and amenities. The routes and bike parking facilities were accounted for in the planning process to ensure that connections were made from Neighborhood Greenways to the existing infrastructure.

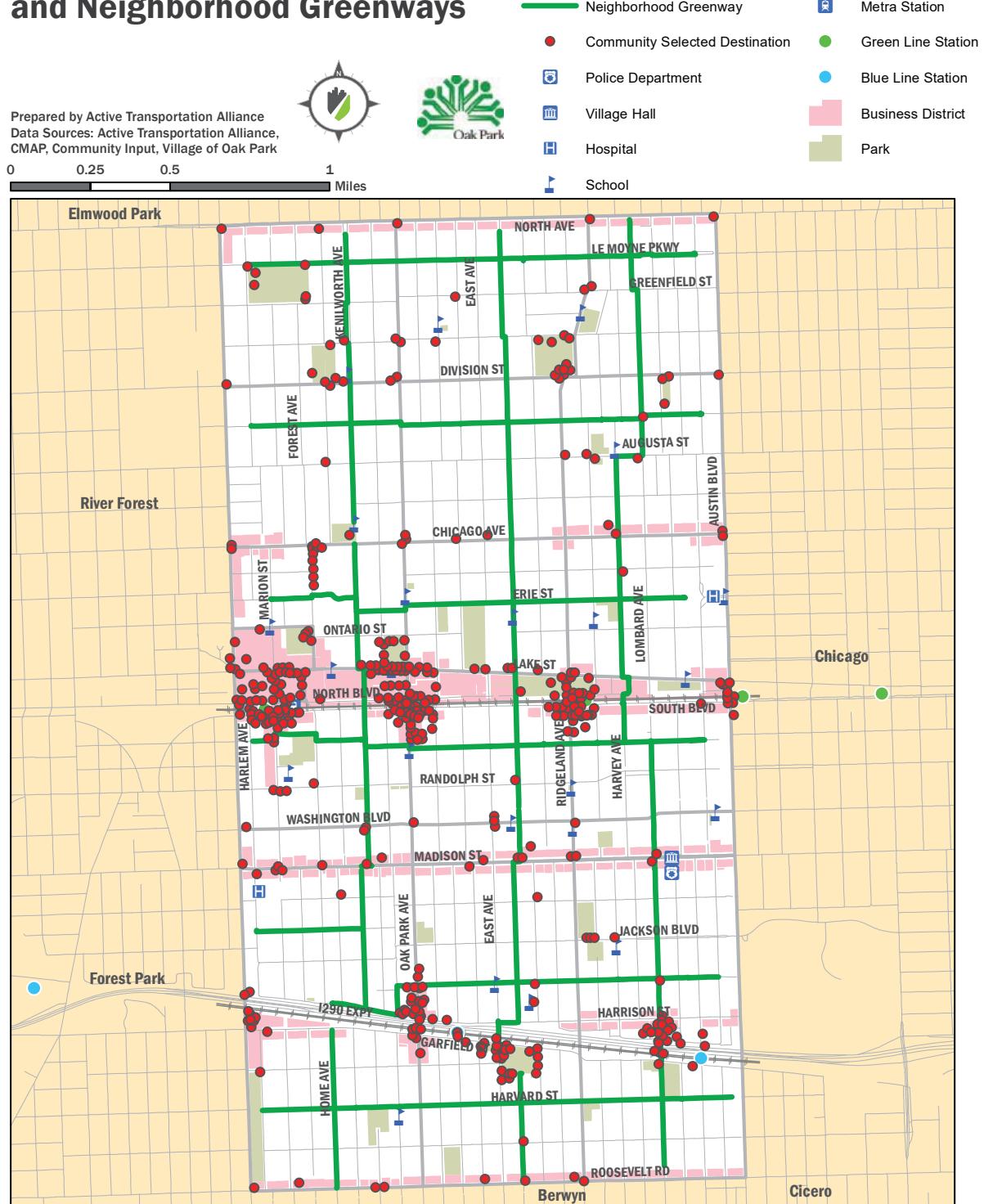
Existing Bicycle Infrastructure and Neighborhood Greenways Network



NEIGHBORHOOD GREENWAYS AND DESTINATIONS

The project team looked at various Oak Park destinations to develop the Neighborhood Greenways network. These included schools, parks, business districts, transit stations, libraries, municipal buildings, and preferred destinations selected by people who filled out the online survey and/or who participated in the mapping activity at Earth Fest and A Day in Our Village.

Oak Park Destinations, Institutions, and Neighborhood Greenways

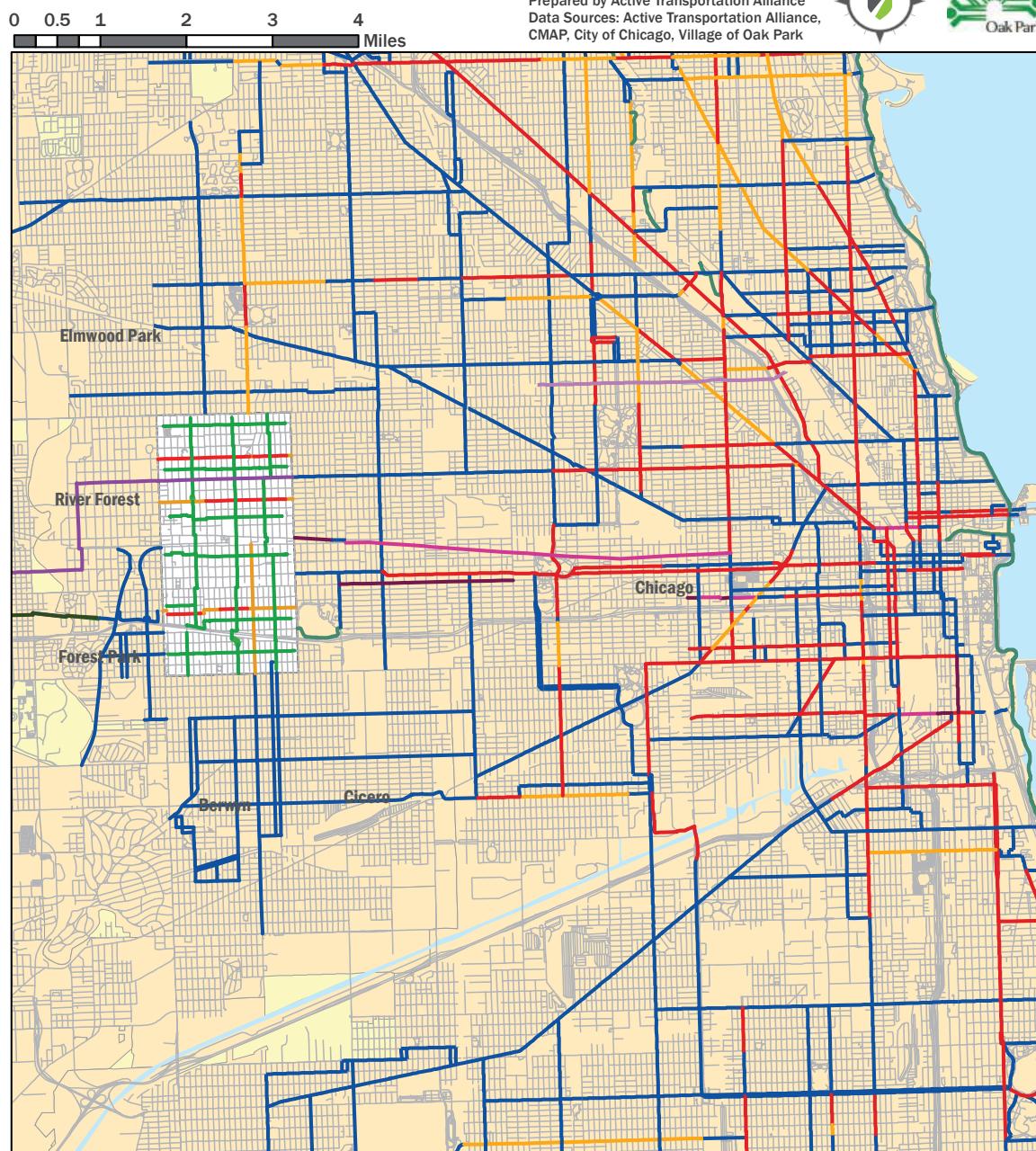


NEIGHBORHOOD GREENWAYS IN A REGIONAL CONTEXT

In addition to connecting bicyclists to key destinations and business corridors within the Village, the Oak Park Neighborhood Greenways network will also connect people to regional destinations by providing safe routes through the Village to reach bicycle facilities in neighboring municipalities. These include facilities and destinations such as bike routes in Berwyn and Forest Park, the Illinois Prairie Path, the Grand Illinois Trail, and downtown Chicago.

Oak Park Neighborhood Greenways in a Regional Context

Neighborhood Greenways Network	Marked Shared Lane	Grand IL Trail	Other municipalities
Bike Lane	Bike Route	IL Prairie Path	Oak Park
Buffered Bike Lane	Off-Street Trail		
Cycle Track	606 Bloomingdale Trail		



Village of Oak Park
Neighborhood Greenways
and the Bicycle Network
from the
Neighborhood Greenways
System Study &
Bike Share Feasibility Study
Adopted July 20, 2015

**2016
Capital Improvement
Projects and the
Neighborhood Greenways**

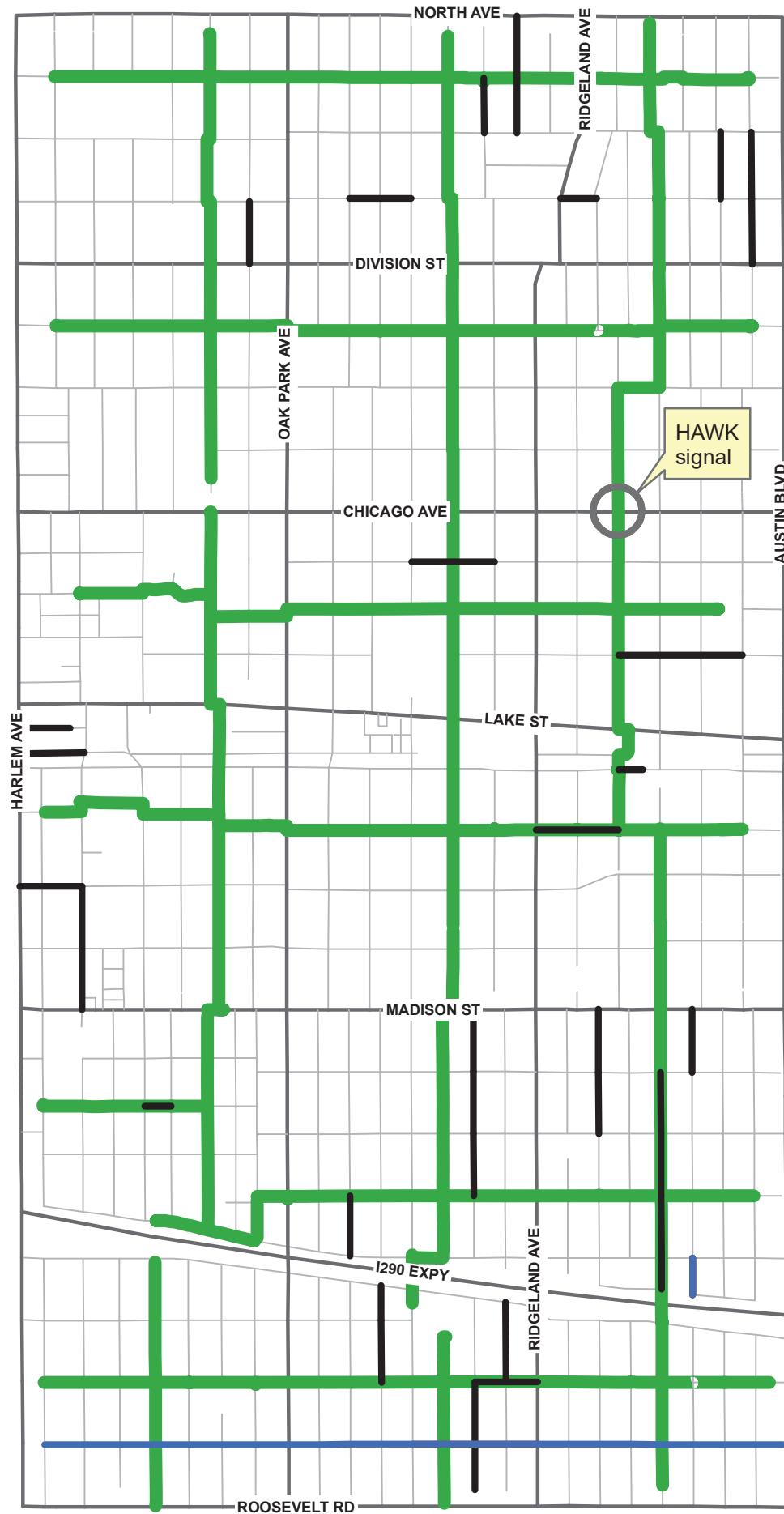
- Water
- Sewer
- Resurfacing
- Neighborhood Greenways

B

Village of Oak Park
Neighborhood Greenways
and the Bicycle Network
from the
Neighborhood Greenways
System Study &
Bike Share Feasibility Study
Adopted July 20, 2015

**2017
Capital Improvement
Projects and the
Neighborhood Greenways**

- Water
- Sewer
- Resurfacing
- Neighborhood Greenways

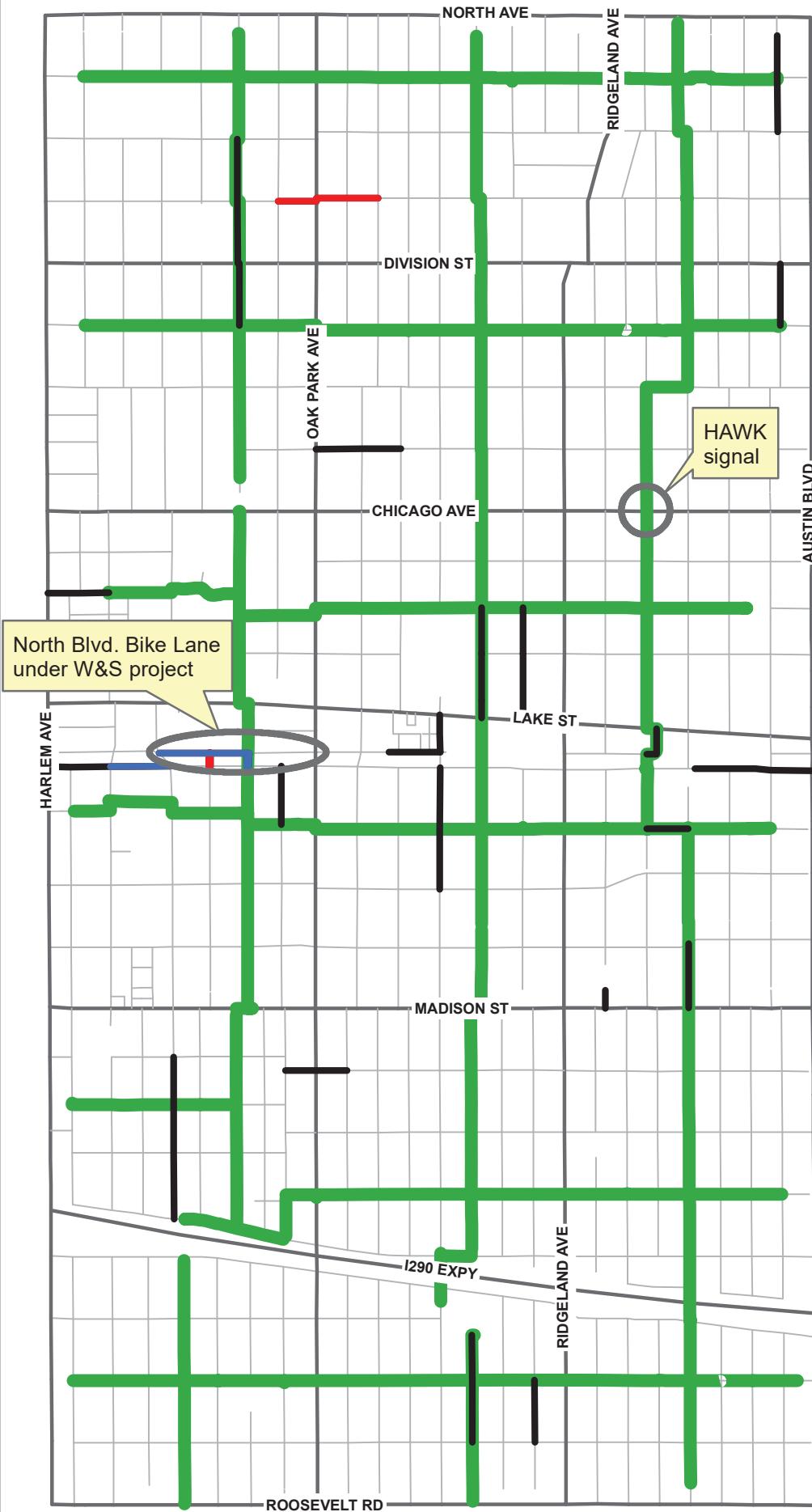


Village of Oak Park
Neighborhood Greenways
and the Bicycle Network
from the
Neighborhood Greenways
System Study &
Bike Share Feasibility Study
Adopted July 20, 2015

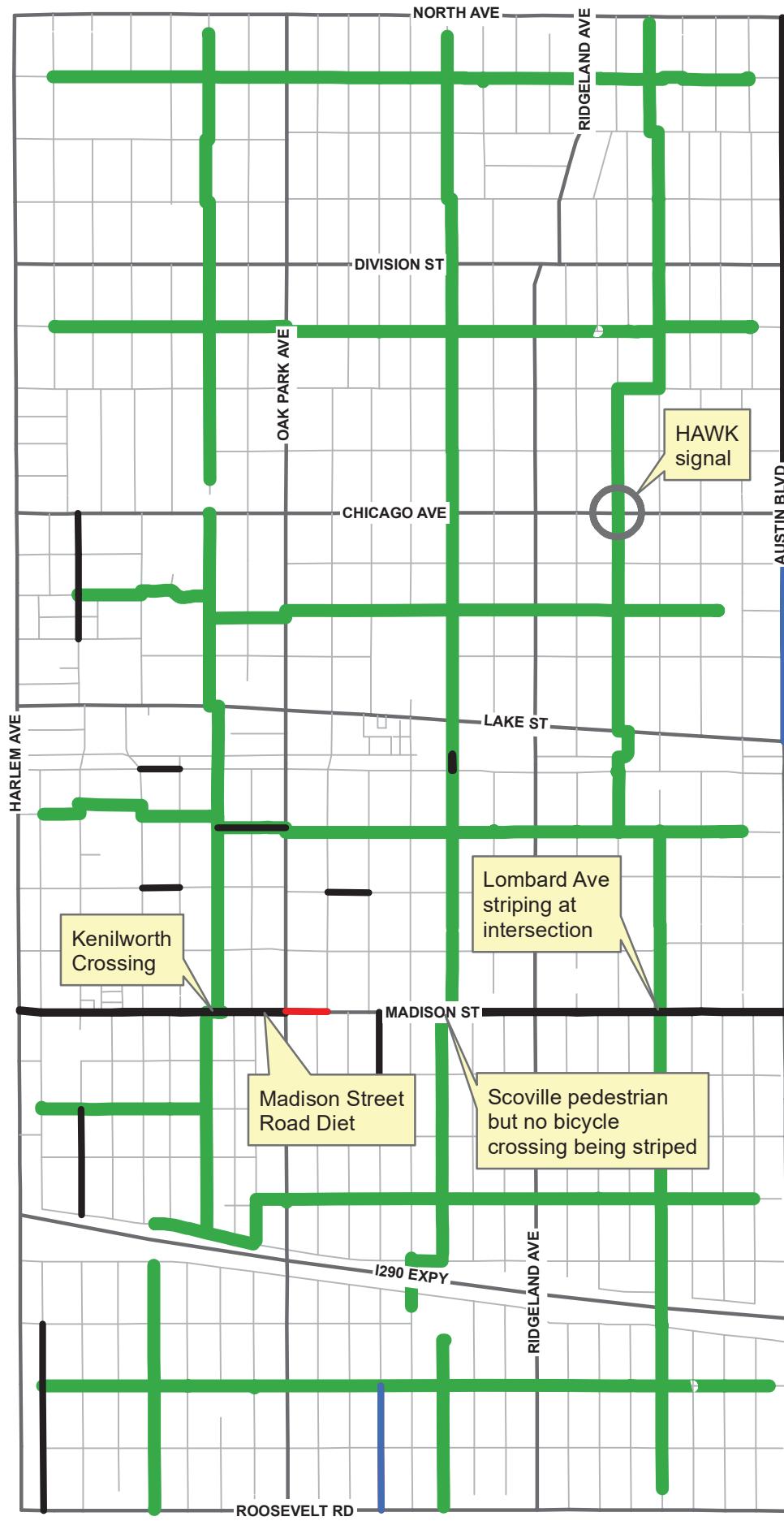
**2018
Capital Improvement
Projects and the
Neighborhood Greenways**

- Water
- Sewer
- Resurfacing
- Neighborhood Greenways

Future Proposed Capital
Improvement Projects
are subject to change



Village of Oak Park
Neighborhood Greenways
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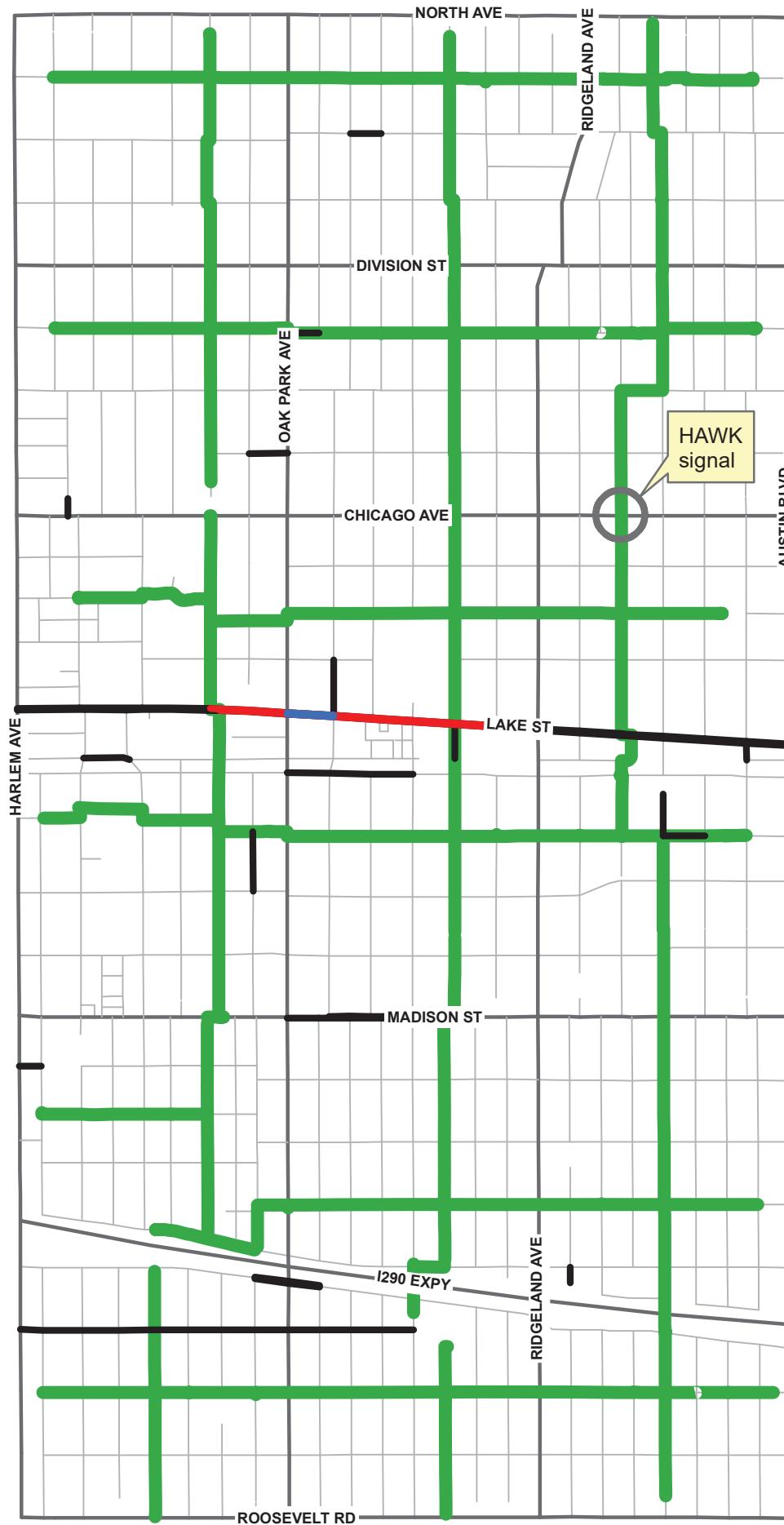


Proposed 2019 Capital Improvement Projects and the Neighborhood Greenways

- Water
- Sewer
- Resurfacing
- Neighborhood Greenways

Future Proposed Capital
Improvement Projects
are subject to change

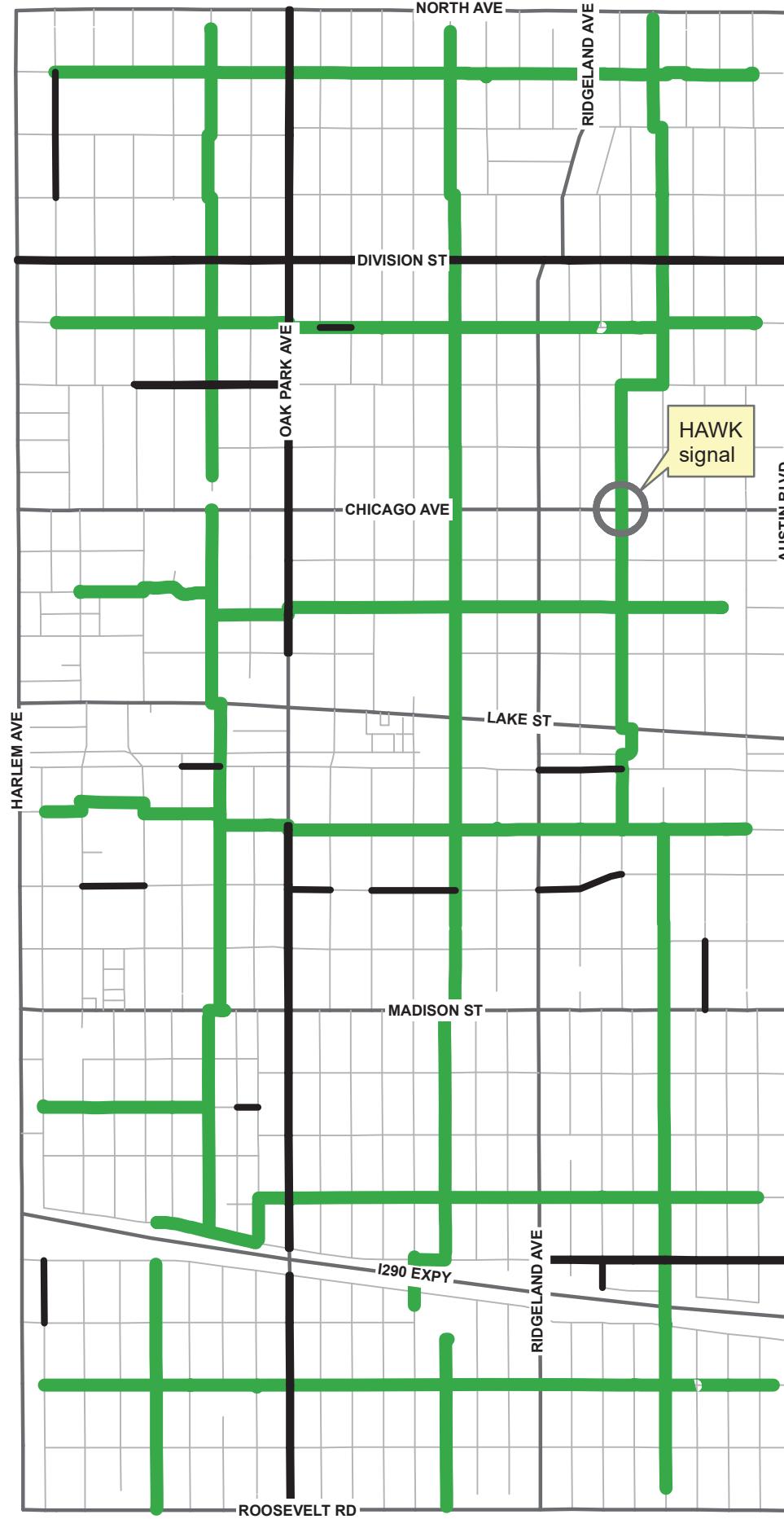
Village of Oak Park
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Proposed 2020 Capital Improvement Projects and the Neighborhood Greenways

- Water
- Sewer
- Resurfacing
- Neighborhood Greenways

Future Proposed Capital
Improvement Projects
are subject to change



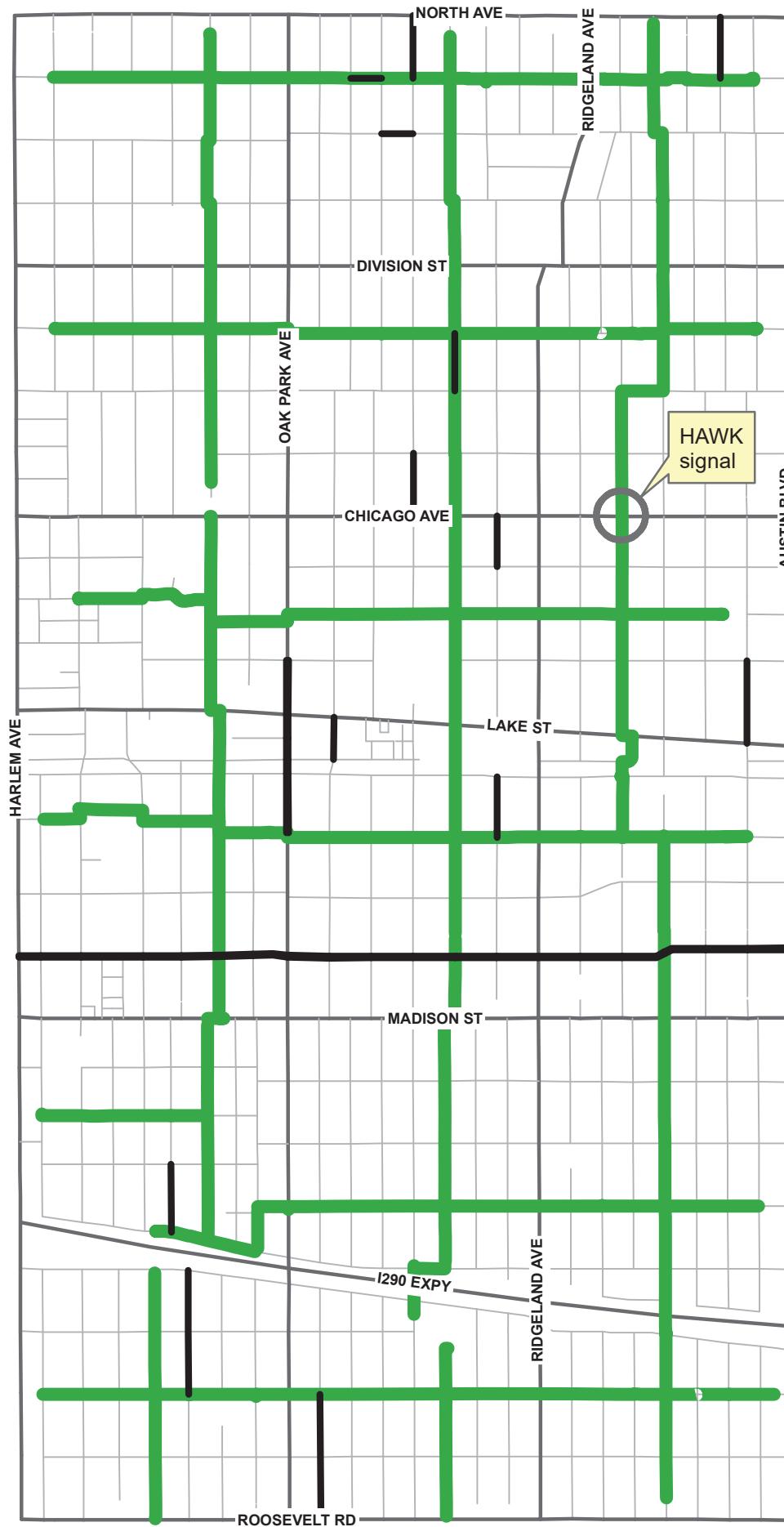
Village of Oak Park
Neighborhood Greenways
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Adopted July 20, 2015

**Proposed 2021
Capital Improvement
Projects and the
Neighborhood Greenways**

- Water
- Sewer
- Resurfacing
- Neighborhood Greenways

Future Proposed Capital
Improvement Projects
are subject to change

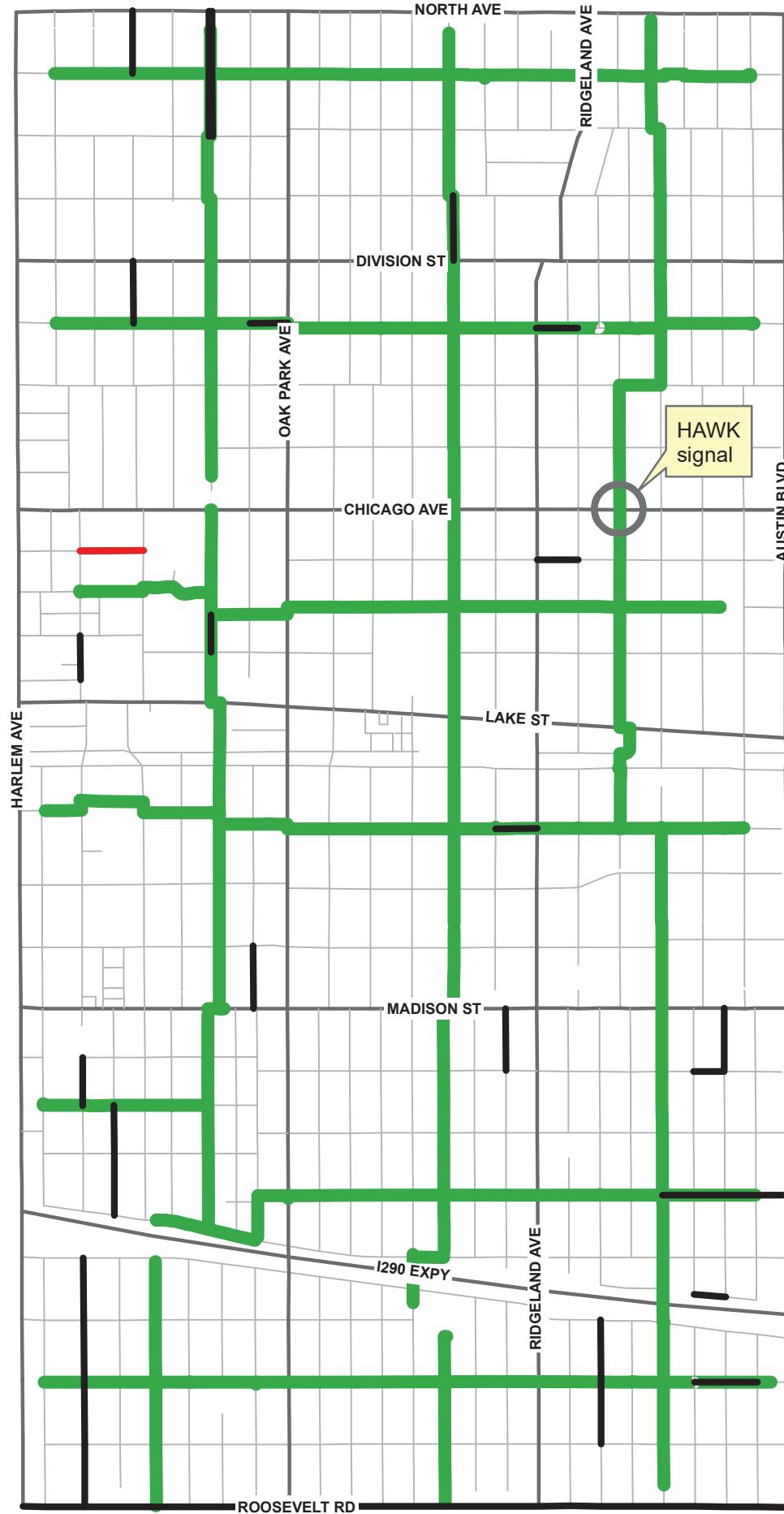
Village of Oak Park
Neighborhood Greenways
and the Bicycle Network
from the
Neighborhood Greenways
System Study &
Bike Share Feasibility Study
Adopted July 20, 2015



**Proposed 2022
Capital Improvement
Projects and the
Neighborhood Greenways**

- Water
- Sewer
- Resurfacing
- Neighborhood Greenways

Future Proposed Capital
Improvement Projects
are subject to change



Village of Oak Park
Neighborhood Greenways
and the Bicycle Network
from the
Neighborhood Greenways
System Study &
Bike Share Feasibility Study
Adopted July 20, 2015

Proposed 2023 Capital Improvement Projects and the Neighborhood Greenways

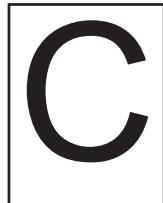
- Water
- Sewer
- Resurfacing
- Neighborhood Greenways

Future Proposed Capital
Improvement Projects
are subject to change

2019 - 2023

Capital Improvement Plan (CIP)

Adopted December 10, 2018



Each project is rated in terms of priority according to the following scale:

0319-1
7.5
2/5



Essential and immediate need



Essential, but may be delayed



Optional but beneficial to the Village through increased productivity, safety, etc.



Optional but beneficial to the Village in social, cultural or aesthetic ways



Future project, no 2019 expenditures



Project complete, no 2019 or future expenditures

0319-1

7.5

3/5

Village of Oak Park
Capital Improvement Fund Project Sheet
2019 - 2023

Project: **Bicycle Boulevard Improvements**Priority Code: **D**Category: **Infrastructure Improvements****Description:**

Bicycle Boulevards are streets designed to prioritize bicycle travel with infrastructure features that calm and reduce vehicular traffic on neighborhood streets and improve safety at busy intersections. Specific features will be discussed as part of the plan implementation.

Justification:

The Village Bicycle Plan adopted in 2008 established goals of increasing bicycle use and creating a safe and inviting environment for cycling. This Bicycle Boulevard is a means to work towards these goals.

Current Status:

The Bicycle Boulevard System Study was approved by the Village Board on July 20, 2015. Staff will prioritize recommendations and improvements identified in the Study for implementation. Additionally staff will seek out available Grant opportunities.

Funding Sources	Account Number	Actuals			Year End Estimate		Recommended Budget			
		FY 2016	FY 2017	FY 2018	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
Transfer from Debt Service	4025.41300.101.491425	-	-	-	-	-	200,000	200,000	-	-
<hr/>										
Total:										
200,000										
<hr/>										
Expenditures										
Design (Phase I & II)	3095.43780.101.570967	-	-	-	-	-	35,000	35,000	-	-
Construction Management	-	-	-	-	-	-	-	-	-	-
Construction	3095.43780.101.570967	-	-	-	-	-	165,000	165,000	-	-
<hr/>										
Total:										
200,000										

Village of Oak Park
Capital Improvement Fund Project Sheet
2019 - 2023

0319-1

7.5

4/5

Project: **Bicycle Parking Facilities**

Priority Code: **N/A**

Category: **Infrastructure Improvements**



Description:

The project involves the installation of semi-vertical bike racks and pedestrian improvements on North Boulevard from Marion Street to Forest Avenue and the installation of covered bike parking shelters in parking lot 1 at Euclid and Harrison, parking lot 15 on Oak Park Ave south of Garfield and in a proposed bump-out at East Avenue and Harrison Street. FHWA is funding 80% of the eligible items of the project. The project also includes resurfacing Lot 1 and Lot 15.

Justification:

The Bike Plan recommends installing bike parking near transit stations.

Current Status:

In 2011 the Engineering Division applied for and received a CMAQ grant for the installation of bike parking facilities at locations near the CTA Blue & Green Line stations. The project was constructed in 2016 with final completion of punch list work in 2017. The Village paid for the project up-front and will be reimbursed by the State. The project was completed for \$386,444 which was \$8,642 under the awarded amount of \$395,086. In January of 2018 the Village invoiced the State \$285,678 for the State's 80% share of the eligible construction items and the construction management. The final Village's share for construction was \$122,156 and \$5,389 for construction management.

Funding Sources	Account Number	Actuals		Budget	Year End Estimate		Recommended Budget			
		FY 2016	FY 2017		FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
Grant Revenues	3095.43780.786.431400			74,346	-	285,678	-	-	-	-
Transfer from Debt Service	4025.41300.101.491425	264,823		18,512	-	-	-	-	-	-
5060 Fund Revenues	5060.43770.101.422481	53,407		2,792	-	-	-	-	-	-
	Total:	318,230	95,650	-	285,678	-	-	-	-	-

Expenditures

Surveying (Phase I)		-	-	-	-	-	-	-	-	-
Design (Phase II)	3095.43780.101.570967	442		-	-	-	-	-	-	-
Construction Management	3095.43780.101.570967	22,337		4,442	-	-	-	-	-	-
Construction Parking Fund	5060.43770.787.570705	53,407		2,792	-	-	-	-	-	-
Construction	3095.43780.101.570967	242,044		88,416	-	-	-	-	-	-
	Total:	318,230	95,650	-	-	-	-	-	-	-

Village of Oak Park
Capital Improvement Fund Project Sheet
2019 - 2023

0319-1

7.5

5/5

Project: **Bicycle Racks**

Priority Code: **D**

Category: **Infrastructure Improvements**



Description:

The project involves the purchase of bicycle racks for new installations and to replace older, rusted out racks.

Justification:

Bike racks are installed throughout the community, primarily focused in the business areas or in high pedestrian transit areas.

Current Status:

Bike racks are purchased and installed by Public Works staff.

Funding Sources	Account Number	Actuals			Budget			Year End Estimate			Recommended Budget		
		FY 2016	FY 2017	FY 2018	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2022	FY 2023	
Transfer from Debt Service	4025.41300.101.491425	-	731	10,000	2,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000
		Total:	-	731	10,000	2,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000
Expenditures													
Surveying (Phase I)		-	-	-	-	-	-	-	-	-	-	-	-
Design (Phase II)		-	-	-	-	-	-	-	-	-	-	-	-
Construction Management		-	-	-	-	-	-	-	-	-	-	-	-
Construction	3095.43780.101.570962	-	731	10,000	2,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000
		Total:	-	731	10,000	2,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000

0319-1
7.6
1/1

 The Village of Oak Park | 123 Madison St. Oak Park, IL 60302 | village@oak-park.us

Search 

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STAY CONNECTED ►

HOME > OUR COMMUNITY > BICYCLING IN OAK PARK

OUR COMMUNITY

- Arts Council
- Community Relations
- Farmers Market
- Historical Society
- Housing Center
- Library
- New Resident Information
- OP/FYI Newsletter
- Park District
- Property Information Portal
- Public Transportation
- Public Schools
- Senior/Social Services
- Shopping & Dining
- Special Events
- Village Profile


Bicycling in Oak Park

The Village of Oak Park has a long tradition of encouraging safe cycling with bicycle friendly Share the Road signs at all major community entry points, written guidelines to help cyclists and motorists get along on the roadway and bike racks located throughout the community.

In 2015, Oak Park was named a *Bicycle Friendly Community* by the League of American Bicyclists, a national bicycling advocacy group.

► **Bicycle Parking**

► **Bicycle Planning**

► **Bicycle Registration**

► **Helmets Required**

► **Using Mass Transit**

CONTACT US

publicworks@oak-park.us
708.358.5700
South Blvd. @ Lombard Ave.

Useful Links

2008 Bicycle Plan
2014 Bicycle Plan Addendum
Bike Rack Locations
Trails & Maps



<https://www.oak-park.us/our-community/bicycling-oak-park>

3/21/2019, 9:22 AM

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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
1512	03/02/18	JAJ	04/19/18			CMAP request for VOP traffic signal inventory data		no Trans Com involvement necessary spreadsheet emailed to CMAP on 04/19/2018 by Mike Koperniak
1513	03/05/18	JAJ		03/07/18		Request for STOP signs on South Blvd at Humphrey Ave		
1514	03/09/18	MJK	06/09/18			Resident complaint about sight line problems on Humphrey at Lake		TWO 12727 written to remove one parking space on south side of Lake Street west of Humphrey to improve sight lines
1515	03/09/18	MJK				request for petition for stop signs at Taylor and Erie		
1516	03/01/18	JAJ				IDOT Request for lane movement signage on mast arm on Harlem at Ontario		no Trans Com involvement necessary
1517	03/20/18	JAJ		04/05/18		Request for NO THRU TRAFFIC signs in alley/Request for speed bump petition		no Trans Com involvement necessary TWO #12693 written on 04/04/2018
1518	03/20/18	JAJ		03/28/18		Request for STOP sign at East/Greenfield intersection		
1519	03/21/18	JAJ	04/09/18			Request for crash data to determine which areas have most crashes.		no Trans Com involvement necessary Information provided via email on 04/09/2018
1520	03/26/18	JAJ		03/26/18		Issue with vehicles leaving Julian Middle School speeding in alley		
1521	03/26/18	JAJ		03/28/18		Request to address traffic issues on 1150 block of Clarence Ave		
1522	03/27/18	JAJ	08/31/18			Issue with wrong way traffic on 400 N Maple		no Trans Com involvement necessary TWO #12622; 12623 was written on 10/23/2017
1523	03/06/18	JAJ				Request for signage/pavement markings at East/Harvard for pedestrian safety		no Trans Com involvement necessary
1524	04/03/18	JAJ		04/03/18		Request for traffic calming on the 800 block of Home Avenue		
1525	04/03/18	JAJ	04/20/18	04/20/18		Request for traffic safety plan for Oak Park Friends School		Provided petition for traffic calming devices
1526	04/04/18	JAJ	06/07/18		04/04/18	Request for speed bumps in the north-south alley of 1150 S Ridgeland & S Elmwood		no Trans Com involvement necessary TWOs 12717 & 12719 written on 06/07/2018
1527	04/04/18	JAJ	06/07/18	04/05/18	04/16/18	Request for alley speed bumps on the 400 block of N Ridgeland		no Trans Com involvement necessary TWO 12716 written on 06/04/2018
1528	04/04/18	JAJ	04/06/18			Resident request for the removal of crossing sign on her block		no Trans Com involvement necessary
1529	04/09/18	JAJ				Request for speed tables on streets adjacent to Division/Ridgeland		
1530	04/18/18	JAJ	04/30/18			Request for traffic crash reports for Ridgeland & Madison for last 3 years		no Trans Com involvement necessary Information provided to requestor on 04-30-2018
1531	04/27/18	JAJ	04/30/18			Install NPHTC signs on Adams at Wenonah & at Wisconsin; also Wenonah for NB & SB at Adams		no Trans Com involvement necessary TWOs 12705 & 12706 written on 04-30-2018
1532	05/01/18	JAJ				Request to petition for speed tables on Garfield St		
1533	05/09/18	MJK		05/09/18		request petition for stop signs at Kenilworth and Thomas		
1534	05/17/18	MJK				request for improved pedestrian signage on Ridgeland at Adams (needs to be sent to IDOT)		

Parking and Traffic Action Item Activity Summary								Grayed out row indicates the item has been completed and closed
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1535	05/14/18	JAJ		05/14/18		request for STOP Sign petition for Maple Ave at Harvard St		
1536	05/22/18	MJK	09/14/18			do something about crashes at the intersection of Ontario Ct. & Marion Ct.		TWO # 12763 written on 09-14-2018
1537	05/24/18	JAJ			05/24/18	petition for all-way STOP signs at the intersection of Wesley Ave & Fillmore St		
1538	05/25/18	JAJ				request for WB stop sign on Westgate at the cul-de-sac		store is at 1118 Westgate Street
1539	05/24/18	JAJ	06/04/18			FOIA request for Madison St traffic crash data for years 2012 thru 2017		Responded via email with attachments on 06/04/2018.
1540	05/24/18	JAJ				Speeding and safety issue in east-west alley south of South Blvd between Euclid & Oak Park Ave		no Trans Com involvement necessary
1541	05/29/18	JAJ				Need signage as vehicles traveling wrong way on Flournoy btwn Humphrey & Taylor		no Trans Com involvement necessary
1542	05/30/18	JAJ	05/31/18			Completion of TWO for LOADING / DROP-OFF ZONE signage for Park District adjacent to Austin Gardens		no Trans Com involvement necessary
1543	05/30/18	JAJ		05/30/18	06/08/18	Request for alley speed hump petition in North Ave & Marion St alley		no Trans Com involvement necessary Notified resident speed humps will be installed when no chance of snow, later in spring
1544	05/30/18	JAJ		05/31/18		Traffic issues on the 300 block of S Maple Ave		
1545	05/31/18	JAJ		06/01/18		request to make 900 Ontario a ONE WAY street		
1546	06/04/18	JAJ	12/10/18	06/04/18	06/19/18	request for traffic calming petition for the 1200 block of N Lombard Ave		TC recommended - pinchpoint 09-24-2018 VBOT approved on 12-10-2018 Temporary device to be implemented
1547	06/06/18	JAJ	06/08/18			Addressing resident & developer concerns about Lake/Forest SB ped timing/crossing/PBs		no Trans Com involvement necessary Recalibrated timings, ordered new equipment
1548	06/15/18	JAJ		06/15/18		Request for alley speed hump petition		
1549	06/18/18	JAJ		06/19/18		Request for alley speed hump - 1200 block of Rossell		
1550	06/18/18	JAJ				Issues with traffic at Chicago/Maple		
1551	06/25/18	MJK				email request for a crosswalk mph sign at the Oak Park Ave/Berkshire intersection		
1552	06/29/18	JAJ		06/29/18	09/14/18	request for petition for STOP signs or ONE WAY restriction (Adams & Wisconsin)		
1553	07/02/18	JAJ	07/23/18			Request to review Home/South Blvd intersection for pedestrian signage		TWO #12744 written on 07/23/2018
1554	07/02/18	JAJ		07/03/18		Issues with bypass traffic, speeding vehicles on the 500 block of N Grove		
1555	07/05/18	JAJ				Request to review/analyze crash data for Chicago/Lombard		no Trans Com involvement necessary
1556	07/09/18	JAJ				Look at possible changes at Randolph & Marion/Wisconsin to enhance safety		no Trans Com involvement necessary
1557	07/09/18	JAJ		07/19/18		Traffic issues on Greenfield btwn OPA & Forest Ave		
						pedestrian hit & run incident at the		no Trans Com involvement yet...

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
1558	07/11/18	MJK				Chicago and Scoville/Fair Oaks intersection		
1559	07/16/18	MJK				request for traffic calming on 800 S Elmwood block, preferably cul-de-sac		
1560	07/16/18	JAJ				request for information on school traffic safety plans		no Trans Com involvement necessary
1561	07/17/18	JAJ		07/17/18		request for speed humps in alley adjacent to 1200 Edmer		no Trans Com involvement necessary
1562	07/19/18	JAJ		07/19/18	10/01/18	Request for traffic calming on the 800 block of N Cuyler Avenue		
1563	07/19/18	JAJ		07/19/18		Request for STOP sign petition		
1564	08/03/18	JAJ		08/03/18		Request for speed bumps in alley		no Trans Com involvement necessary
1565	08/03/18	JAJ		08/06/18		Request for speed bump in alley and street on the 1100 block of N Taylor Ave		
1566	07/25/18	JAJ	08/06/18			Traffic Safety Plan for Children's School at St Edmund's School location		
1567	08/06/18	JAJ		08/06/18		Request for alley speed bumps		School does not think a TSP is necessary now. no Trans Com involvement necessary
1568	08/06/18	JAJ	08/07/18			Request for crosswalk markings on Ridgeland Ave at Pleasant St		no Trans Com involvement necessary
1569	08/23/18	JAJ	10/17/18	08/30/18	09/24/18	Request for alley speed bumps		TWO #12753 written on 08/07/2018 no Trans Com involvement necessary
1570	08/29/18	JAJ				Traffic concerns about the Chicago/Grove intersection		TWO 12769 written on 10/17/2018
1571	09/04/18	JAJ				Safety concerns in alley in back of Beyond Properties		
1572	09/05/18	JAJ				Traffic issues in alleys adjacent to Madison St, Austin Blvd and Humphrey Ave		no Trans Com involvement necessary
1573	09/05/18	JAJ		09/06/18	10/17/18	Request for traffic calming on the 1150 block of Home		
1574	09/06/18	JAJ			09/24/18	Parking and traffic issues at Iowa & Kenilworth during arrival/dismissal time periods for Holmes School		
1575	09/06/18	JAJ				More noticeable signage on Euclid Ave at Washington Blvd to reduce violation rates		no Trans Com involvement necessary
1576	09/10/18	JAJ				Traffic/parking issues on the 800 block of S Scoville		
1577	09/12/18	JAJ				Requesting traffic calming at intersection of Jackson Blvd & East Ave		
1578	09/17/18	JAJ				Request to review Julian Middle School traffic safety plan		
1579	09/20/18	JAJ				Safety concerns regarding Ridgeland Ave traffic @ Van Buren		
1580	09/20/18	JAJ		10/12/18		Request for traffic calming petition for 1100 block of S Euclid Ave		
								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
1581	09/26/18	JAJ		09/27/18		Request for alley speed hump petition		
1582	09/26/18	JAJ				Request for traffic data		no Trans Com involvement necessary
1583	10/01/18	JAJ			10/01/18	Traffic calming petition 500 block of S Harvey		
1584	10/05/18	JAJ		10/08/18		Request for alley speed hump petition		no Trans Com involvement necessary
1585	10/08/18	JAJ			10/08/18	Traffic Calming petition for Washington/Grove intersection		TWO # 12772 written on 10/17/2018
1586	09/27/18	MJK	10/17/18			parked cars blocking alley. Request NPAT signs or painted yellow curb		TWO 12770 written on 10/17/18
1587	10/15/18	MJK	10/17/18			change the way ped push buttons work so that they activate immediately when pressed		MJK notified street lighting about reported locations, closed.
1588	10/16/18	MJK				concerned about blocked alley returns on the 900 S. Humphrey Avenue block		no Trans Com involvement necessary
1589	10/16/18	MJK	10/17/18			report 20 mph school speed limit sign is blocked by parking sign		no Trans Com involvement necessary TWO 12771 written for this
1590	10/19/18	JAJ		10/23/18	11/20/18	Bypass traffic issue in east-west alleys south of North Ave		no Trans Com involvement necessary TWOs 12793 & 1294 written on 02-04-2019
1591	10/25/18	MJK/JAJ		11/15/18	12/07/18	Traffic Calming Petition questions (600 N Euclid)		
1592	10/29/18	JAJ	11/02/18			Issue with pedestrian signal timing at Ridgeland/Harrison - near miss with vehicle traffic		no Trans Com involvement necessary Talked w/resident, PW to check ped PBs
1593	11/02/18	JAJ	11/09/18			Request for NO LEFT TURN on NE Maple Ave at Chicago Ave during the holidays		no Trans Com involvement necessary TWO written on 11/09/2018
1594	11/26/18	MJK		11/26/18		upgrade South Blvd. and Scoville to all-way stop signs		
1595	11/26/18	MJK				request alley NO THRU TRAFFIC sign on 1200 Linden block		no Trans Com involvement necessary
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 Provided historical ADT & TMC data
1598	12/12/18	MJK	12/18/18			review pedestrian safety at South Blvd & Marion intersection		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 TWO 12789 written on 1/18/2019
1603	01/18/19	JAJ	02/26/19			Request for crosswalk markings across Ridgeland on southern leg of Ontario		no Trans Com involvement necessary TWO #12801 written on 03/11/2019 no Trans Com involvement necessary

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5/5



Village of Oak Park

123 Madison St
Oak Park, Illinois 60302
www.oak-park.org

0319-1
OE2
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Meeting Minutes

President and Board of Trustees

Monday, February 4, 2019

6:00 PM

Village Hall

I. Call to Order

Village President Abu-Taleb called the Meeting to order at 6:06 P.M.

II. Roll Call

Present: 6 - Village Trustee Button, Village Trustee Taglia, Village President Abu-Taleb, Village Trustee Moroney, Village Trustee Boutet, and Village Trustee Andrews

Absent: 1 - Village Trustee Tucker

III. Consideration of Motion to Adjourn to Executive Session to Discuss Minutes, Personnel, Collective Bargaining, Litigation and the Sale and Purchase or Lease of Property

It was moved by Village Trustee Andrews, seconded by Village Trustee Moroney, to enter into Executive Session pursuant to 5 ILCS 120/2(c)(21) - discussion of minutes, 5 ILCS 120/2(c)(1) - personnel, 5 ILCS 120/2(c)(2) - collective bargaining, 5 ILCS 120/2(c)(11) - litigation, 5 ILCS 120/2(c)(6) - sale of property and 5 ILCS 120/2(c)(5) - purchase or lease of property. The motion was approved. The roll call on the vote was as follows:

AYES: 6 - Village Trustee Button, Village Trustee Taglia, Village President Abu-Taleb, Village Trustee Moroney, Village Trustee Boutet, and Village Trustee Andrews

NAYS: 0

ABSENT: 1 - Village Trustee Tucker

V. Reconvene to Regular Meeting in Council Chambers and Call to Order

The Regular Meeting reconvened at 7:40 P.M.

VI. 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

VII. Agenda Approval

It was moved by Village Trustee Tucker, seconded by Village Trustee Boutet, to approve the Agenda. The motion was approved. A voice vote was taken and the motion was approved.

Village Trustee Tucker also agreed.

Village Trustee Moroney discussed scenarios that could become public health or nuisance issues.

Director of Public Health Mike Charley spoke about rare incidents regarding dog bites and owners not controlling their dogs. He had no objection to two dogs, but pet owners and property owners would need to be educated to avoid problems.

Village President Abu-Taleb has no problem raising it to two, as long as landlords are able to decide for their own properties.

The Board directed staff to prepare an ordinance changing the dog limitation to two and to include language regarding health and nuisance regulations.

It was moved by Village Trustee Andrews, seconded by Village Trustee Moroney, that this Motion be approved. A voice vote was taken and the motion was approved.

S. MOT 19-4

**A Motion to Concur with the Transportation Commission's
Recommendation to Adopt a Three (3) Hour, 8AM-8PM, Monday-Friday,
Parking Time Limit on the East and West Sides of the 700 Block of
Wisconsin Avenue and the East and West Sides of the 600 Block of
Wenonah Avenue and Install Signage for Said Limitations**

Village Manager Pavlicek stated that the Transportation Commission met to discuss this in response to requests from residents.

Charlene Schwar. Ms. Schwar resides in this area. She urged the Board to approve this so that she and other residents are able to park in front of their homes during the day. Hospital employees and other non-residents have other options as to where they can park.

Brian Murphy. Mr. Murphy also resides in the area. He offered suggestions regarding alternate parking for hospital employees.

Village Trustee Boutet asked whether that area is already included in the parking pilot program. Parking and Mobility Manager Will Gillespie stated that only streets that currently have restrictions will be affected by the program. He added that the parking problem may be related to the construction. Village Trustee Boutet asked to amend her motion to have the Transportation Commission look at this again after the hospital construction is complete.

Village Trustee Moroney would like the employees to use the parking garage provided for them rather than park on the streets.

Director of Development Customer Services Tammie Grossman stated that adding more restrictions will make it difficult to assess how the parking pilot program is working. Staff has been told by the hospital that the on-street parking increase is due to the construction, which includes construction workers parking in that area. She will report back to the Board with the hospital's anticipated date of completion. The hospital and staff believe the parking issue will change once construction is over.

Village Trustee Button agreed with Village Trustee Moroney. However, she was in favor of making this a temporary change and revisiting it once construction is complete.

Village Trustee Boutet withdrew her amended motion. She agreed with Village Trustee Button's suggestion.

Village President Abu-Taleb stated that Rush Hospital is an asset to the community and the new emergency room is a much needed investment. The community needs to be more tolerant and supportive of each other. He knows that Rush is looking for more parking during this time. He asked for the neighbors to be more sensitive and tolerant.

Village Trustee Taglia expressed concern that this will just push the problem onto the next block and he doesn't know if that is the best solution.

Village Trustee Andrews was sympathetic to the neighbors and discussed other parking options for non-residents.

There was further discussion.

It was moved by Village Trustee Boutet, seconded by Village Trustee Andrews, that this Motion be approved. 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: 2 - Village Trustee Taglia, and Village President Abu-Taleb

ABSENT: 0

T. RES 19-21 A Resolution Approving an Intergovernmental Agreement with Cook County and Other Regional Governmental Entities for the 2020-2025 Assessment of Fair Housing in an Amount Not to Exceed \$3,500 and Authorizing its Execution

Village Manager Pavlicek stated that this Resolution is for the Village to enter into an Intergovernmental Agreement with Cook County and a number of other entities to complete a regional assessment of fair housing.

Ms. Grossman stated that as a CDBG entitlement community, the Village is required to complete an analysis of impediments to fair housing. They last did this in 2009. As part of the Obama Administration's focus on fair housing, they created a new tool called the Assessment of Fair Housing. This requires various communities to work together to create a regional assessment. Oak Park will be on the project team and part of the steering committee. Ms. Grossman answered questions from the Board.

Village Trustee Boutet asked that the link to the information be sent to Board members prior to next week's meeting.

It was moved by Village Trustee Tucker, seconded by Village Trustee Boutet, 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