

**VILLAGE OF OAK PARK
TRANSPORTATION COMMISSION MEETING
TUESDAY, SEPTEMBER 14, 2021 - 7:00 PM**

SPECIAL NOTE - The Village President has determined that an in-person meeting is not practical or prudent due to the COVID-19 outbreak during the Governor's disaster proclamation. It is not feasible to have a person present at the regular meeting location due to public safety concerns related to the COVID-19 outbreak during the Governor's disaster proclamation. A special meeting is being conducted remotely with live audio available and optional video. The meeting will be streamed live and archived online for on-demand viewing at www.oak-park.us/commissiontv as well as cablecast on VOP-TV, which is available to Comcast subscribers on channel 6 and ATT Uverse subscribers on channel 99. Remote meetings of Oak Park Citizen Commissions are authorized pursuant to Section 6 of Governor J.B. Pritzker's Executive Order 2020-07, with limitations. Governor Pritzker's Executive Order allows for remote participation meetings by public bodies, but public bodies are "encouraged to postpone" meetings and should only hold meetings when "necessary." Executive Order No. 2020-07 (COVID-19 Executive Order No. 5) at Section 6. The Illinois Attorney General issued "Guidance to Public Bodies" regarding the Governor's Executive Order on April 9, 2020. In that guidance, the Attorney General states, "Where a public body does not have critical issues that must be addressed because time is of the essence, cancelling or postponing public meetings may be prudent during the COVID-19 outbreak, rather than holding meetings that could pose a risk of danger to the public." Thus, the test as to whether to hold a meeting is an issue to be discussed is "critical" that must be addressed immediately.

PUBLIC COMMENT - Oak Park Citizen Commissions welcome your statement to be read into the public record at a meeting. Public statements of up to three minutes will be read into the record during Non-Agenda public comment or Agenda Item public comment, as an individual designates. Statements will be provided to the Commission members in their entirety as a single document. Please follow the instructions for submitting a statement provided below. Questions regarding public comment can be directed to (708) 358-5672 or email clerk@oak-park.us.

Non-Agenda public comment is a time set aside at the beginning of each Citizen Commission meeting for public statements about an issue or concern that is not on that meeting's agenda. Individuals are asked to email statements to transportation@oak-park.us to be received no later than 60 minutes (6:00 PM) prior to the start of the meeting. If email is not an option, you can drop comments off in the Oak Park Payment Drop Box across from the entrance to Village Hall, 123 Madison Street, to be received no later than 5 PM on the day of the Commission meeting.

Please call (708) 358-5732 if you are unable to attend

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Also, follow us on *facebook*, *twitter* and *YouTube*.

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

Agenda item public comment will be limited to 30 minutes with a limit of three minutes per statement. If comment requests exceed 30 minutes, public comment will resume after the items listed under the agenda are complete.

AGENDA

1. Call to Order
2. Non-Agenda Public Comment - Up To 15 Minutes
 - 2.1 Written Public Comment
3. Agenda Approval
4. Approval of Draft Transportation Commission Meeting Minutes
 - 4.1 August 10, 2021 draft Transportation Commission meeting minutes
5. DEVELOP THE TRANSPORTATION COMMISSION'S DRAFT 2022 WORK PLAN (CONTINUATION FROM THE AUGUST 10, 2021 TRANSPORTATION COMMISSION MEETING)
 - 5.1 Staff Agenda Item Commentary
 - 5.2 Approved 2021 Transportation Commission Work Plan
 - 5.3 Draft 2022 Work Plan In Progress
6. REVIEW THE EFFECTIVENESS OF THE EXISTING CITIZEN PETITION PROCESS / SYSTEM FOR IMPLEMENTING TRAFFIC CALMING MEASURES AND THEN MODIFYING OR REPLACING THEM IF WARRANTED (CONTINUATION FROM THE FEBRUARY 9, MAY 11, JUNE 8, JULY 13, AND AUGUST 10, 2021 TRANSPORTATION COMMISSION MEETINGS)
 - 6.1 Staff Agenda Item Commentary
 - 6.2 Sample Heat Maps
 - 6.3 Existing and Proposed Scoring Tables
7. RECOMMEND TO THE VILLAGE BOARD REVISED PRINCIPLES AND GOALS FOR THE VILLAGE'S TRANSPORTATION SYSTEM NETWORK (CONTINUATION FROM THE JUNE 8, JULY 13, AND AUGUST 10, 2021 TRANSPORTATION COMMISSION MEETINGS)
 - 7.1 Staff Agenda Item Commentary
 - 7.2 Draft Oak Park Transportation Goals

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7.3 Chapter 10 (Transportation, Infrastructure, and Communication Technologies) from Envision Oak Park

8. OTHER ENCLOSURES

OE1 Board of Trustees actions through 07/26/2021 regarding recent Transportation Commission recommendations

9. Adjourn

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Juliano, Jill

From: Juliano, Jill
Sent: Wednesday, September 1, 2021 2:09 PM
To: Juliano, Jill
Subject: FW: PARKING CONCERN: permit confusion

From: Wendy Greenhouse
Sent: Monday, August 30, 2021 5:04 PM
To: Tamas, Delia <dtamas@oak-park.us>
Cc: VOP Village Clerk <VOPVillageClerk@oak-park.us>; Mike
Subject: Re: permit confusion

Dear Delia Tamas,

Thank you for your prompt response. I am disappointed that I cannot legally park during the day on my own block even if I am willing to pay for the privilege.

I cannot understand the basis on which single-family home owners get special privileges denied to residents of multi-unit buildings on the same block. Every SFH on my block has a 2+-car garage, some have additional space, and two have driveways. They do not need to park on the street. At District House, each unit is assigned a single parking space, although most of us have two or more cars (most of the units are occupied by 2+ people). My husband and I own two cars. Parking on an upper floor of The Avenue Garage is not convenient.

I am copying Village Clerk Christina Waters with a request that my complaint be shared with members of the Transportation Commission.

For all of our 29 years as Oak Park residents, complaints about parking regulations have been loud and unremitting. It's bad enough that parking is scarce, expensive, and inconvenient. The rules governing access should not be arbitrary as well.

Thank you for your consideration.

Wendy Greenhouse

Wendy Greenhouse, PhD



On Mon, Aug 30, 2021 at 4:41 PM Tamas, Delia <dtamas@oak-park.us> wrote:

Ms. Greenhouse –

Our apologies for any information and sales inconsistencies related to parking permits and regulations: we have new employees working in our division that are in the process of being fully trained.

Permits:

- F6 resident daytime permits are reserved for the single home owners on the block, your building is regretfully not included in the qualifying address range. As that permit was approved in error, we will be cancelling the F6 permit and refunding you the amount to your card directly.
- If you are in need of 24HR parking, the closest permit would be in the Avenue garage (**Lot 2** in the system). It is a quarterly permit (3 months) at \$267 + 9% Cook County tax. As you already have a vehicle license, you can purchase it online by setting up an account at

<https://oakpark.cmrrpay.com/permits/login>

You can then stop by Village Hall to pick up your barcoded access card for the garage.

- Another option for 24HR parking is in **Lot 66N** parallel with the viaduct (North Blvd., East of Euclid to Bishop) – quarterly permit for \$227 + 9% Cook County tax
- Zone Y1 overnight on-street parking is an option only if you drive your vehicle away from Oak Park during the week; otherwise there are street cleaning and daytime restrictions on all those surrounding blocks making it hard to leave the vehicle there during the day.

Passes:

- You or your guests can use up to 15 temporary night passes (3 are free, the rest \$7 each) on the side of the block of your building (west side of 150 N Euclid). These would just cover you for nighttime (overriding the 2:30am-6am night restrictions). You would still have to follow daytime restrictions. If you have guests staying, you can purchase at Village Hall a 24hr pass in the Avenue Garage for a reduced \$7/day for the time period they visit. Hours are 9am-4:45pm Monday-Friday.

Please let us know if we can further assist and we regret any inconvenience.

Best regards,

Delia Tamas

Delia Tamas, MBA, BSME

Supervisor

Parking and Mobility Services Division

Development Customer Services Department

Village of Oak Park

123 Madison Street

Oak Park, IL 60302-4272

W: 708-358-5769

Fax: 708-358-5119

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Development Customer Services

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From: Wendy Greenhouse [REDACTED]
Sent: Sunday, August 29, 2021 12:00 PM
To: Parking Services
Subject: permit confusion

Parking authority:

Your authoritative and clear response to the following set of questions is appreciated.

I live at [REDACTED] N Euclid and have just purchased a F6 parking permit (#QTRASMPA), described as "On-Street Permit - Residential Day."

When I tried to find the Terms to which I was agreeing when making my online permit purchase, I could not find any for F6. Knowing that this is also within the Y1 zone (! is anyone surprised that OP's parking regulations are regularly described as byzantine--or worse?), I checked the rules for parking in Y1, which seem to govern overnight parking only.

1. How can I get an overnight parking permit for my block?

2. What I would like to do is park my car 24 hours on my block without moving it, phoning in for permission every night, etc. etc. Is this possible?

I recently tried to get an answer to this question at Village Hall. That was impossible--as if I was the first person ever to ask such an unusual question.

3. What exactly does my recently purchased F6 daytime permit allow?

I would be grateful for all this information, which I would love to be able to simply find online.

Thank you for your help.

Wendy Greenhouse

Wendy Greenhouse, PhD
[REDACTED]

DRAFT Meeting Minutes
Transportation Commission
Tuesday, August 10, 2021 – 7:00 PM
Remote Participation Meeting

1. Call to Order

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

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

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

Roll Call

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

Absent: Garth Katner, Meghann Moses, James Thompson

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

2. Non-Agenda Public Comment

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

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

3. Agenda Approval

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

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

The roll call on the vote was as follows:

Ayes: Peterson, Stigger, Fink, Burke

Nays: None

The motion passed unanimously 4 to 0.

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

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

The roll call on the vote was as follows:

Ayes: Stigger, Peterson, Fink, Burke

Nays: None

The motion passed unanimously 4 to 0.

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

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

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

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

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

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

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

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

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

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

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

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

Commissioner Ryan agreed with Commissioner Stigger.

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

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

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

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

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

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

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

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

Commissioner Ryan likes the proposal as presented by staff.

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

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

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

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

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

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

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

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

Staff Liaison Juliano gave a brief synopsis of previous discussions.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Commissioner Stigger added a recommendation of increased enforcement. Chair Burke felt that based on statistics, certain ethnic groups might be unfairly targeted.

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

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

8. REVISED PARKING PILOT SURVEY QUESTIONS

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

9. Adjourn

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

The roll call on the vote was as follows:

Ayes: Peterson, Stigger, Fink, Burke

Nays: None

The motion passed unanimously 4 to 0.

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

Submitted by:

Shawnya Williams

Customer Service Representative II

Village Of Oak Park
Transportation Commission Agenda Item

Item Title: Develop the Draft 2022 Transportation Commission Work Plan (continuation from the August 10, 2021 Transportation Commission meeting)
Review Date: <u>September 14, 2021</u>
Prepared By: <u>Jill Juliano</u>
Abstract (briefly describe the item being reviewed): In August, the Transportation Commission started to work on developing its draft 2022 work plan to submit to the Village Board of Trustees for review and approval. The Commission asked when the draft work plan needs to be submitted. At that time, staff could not provide an answer. Subsequently, staff received notice that the draft work plan must be submitted to the Village Manager's Office by September 30th. Beyond the existing items, two new projects have been added to the 2022 work plan. They are: an enforcement item and the Vision Zero item. Staff notified the Police Department that an enforcement project is expected to be included on the Commission's draft 2022 work plan. It was suggested they may wish to have representatives of the Police Department attend the meeting to answer questions and provide information regarding enforcement. It's anticipated that Chief Reynolds as well as Deputy Chiefs Johnson and Moran will be attending Tuesday's meeting. The Vision Zero item was referred to the Transportation Commission by the Village Board as part of their 2021-2023 Board goals. It is listed that staff is to present a Vision Zero plan for improved pedestrian safety to the Transportation Commission in the first quarter of 2022.
Staff Recommendation(s): The Commission must finalize the draft 2022 work plan at tonight's meeting. While there is a consensus on the projects to be included in the plan; details such as outcomes and time frames for certain projects still need to be decided.
Supporting Documentation Is Attached

Approved 2021 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on March 8, 2021

2021 Initiatives and Ongoing Projects

ENABLING LANGUAGE	PROJECT	OUTCOMES	TIME FRAME	COST (if any)
Recommendations	<p>Continue to review the following issues brought before the Commission and make recommendations to the Village Board:</p> <ul style="list-style-type: none"> • Parking • Traffic • Transportation related items referred by the Board from other Commissions • Various school traffic plans • Pavement geometric changes • Electrical powered traffic control devices 	<ul style="list-style-type: none"> • Improved utilization and efficiency of on-street and off-street parking resources • Improved level of safety for pedestrians, bicyclists, and motor vehicles as they move about in the public right-of-way. • Improved level of safety for school children walking to and from school 	These are recurring annual projects	<p>from Transportation Commission fund = \$2,400/year for mailing notifications + \$1,000/year for agenda printing costs + \$6,000/year for traffic consultant studies + \$600/year for staff webinar training</p>
	Evaluate Parking Pilot Program after 180 days with periodic interim status reports (carried over from 2020)	<ul style="list-style-type: none"> • Review results of parking pilot plan developed for the area bounded by South Boulevard, Oak Park Avenue, Harrison Street, and Harlem Avenue. • If necessary, recommend changes to the plan based upon results • Determine whether the Parking Pilot Program has met its objectives. 	Due by the 3rd quarter of 2021	

Approved 2021 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on March 8, 2021

ENABLING LANGUAGE	PROJECT	OUTCOMES	TIME FRAME	COST (if any)
	Review update of Village's Neighborhood Greenways (NG) plan and its implementation	<ul style="list-style-type: none"> • Make Village more bike, mobility challenged, and pedestrian 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 • Increase the level of bike sharing • Make the Neighborhood Greenways more user friendly for all users 	Start in the 1st quarter and finish by the 4th quarter of 2021	
	Review the effectiveness of the existing citizen petition process / system for implementing traffic calming measures and then modifying or replacing them if warranted (carried over from 2020 work plan)	<ul style="list-style-type: none"> • Implement a more efficient and effective process for addressing citizen traffic calming requests • Develop an adopted vision for transportation in the Village of Oak Park 	Due by the 3rd quarter of 2021	
		-- continued on next page --		

Approved 2021 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on March 8, 2021

ENABLING LANGUAGE	PROJECT	OUTCOMES	TIME FRAME	COST (if any)
	Review the effects of the 2019 Madison Street corridor traffic calming project (carried over from 2020 work plan)	<ul style="list-style-type: none">• Develop traffic calming recommendations for north-south and east-west streets adjacent to Madison Street	Due by the 4th quarter of 2021	
	Develop mission statement and/or guiding principles for the Transportation Commission and the Village's transportation network	<ul style="list-style-type: none">• Recommend to the Village Board revised principles and goals for the Village's transportation system network		

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Approved 2021 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on March 8, 2021

2020 Completed Initiatives as of September 2020

ENABLING LANGUAGE	PROJECT	OUTCOMES
Recommendations	January - Petition for overnight on-street permit parking on the 400 block of N. Taylor Ave.	Village Board of Trustees approved this at its March 2, 2020 meeting.
Recommendations	January - Petition to install a traffic calming device on the 1150 blocks of Home and Clinton Avenues	The Commission recommended: 1. Accept staff's recommendation for the 1150 blocks of Home and Clinton Avenues for a temporary speed trailer and radar signs, 2. For staff to investigate flashing stop signs or other Level 1 traffic calming measures, and 3. Support installation of speed tables on the 1150 blocks of Home and Clinton Avenues as long as neighbors support it.
Recommendations	January - Discussion regarding parking permits for registered local businesses	The Commission discussed with Staff the possibility of implementing a permit parking system for registered local businesses.
Recommendations	February - Verbal update to Transportation Commission's recommendation to amend parking pilot regulations	Staff provided an update on this topic. Commission discussion was held regarding: three hour parking restrictions in the pilot area, parking passes on Madison Street, the various parking needs of residents of multi-unit buildings vs. the needs of residents in single family homes, the parking needs survey and how it will be managed, and an indicator of demand for passes and use of parking meters
Recommendations	February - Discussion about permanently	The Commission approved permanently changing the meeting date to the second Tuesday of the month.

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	changing the meeting day of the monthly Transportation Commission meeting	
Recommendations	February - Discussion to prioritize 2020 Transportation Commission work plan items	The Commission discussed: developing a vision statement, developing a Complete Streets Plan, reviewing plans from other communities, and develop a five-year rolling bike plan
Recommendations	March	Meeting cancelled due to COVID-19 pandemic.
Recommendations	April	Meeting cancelled due to COVID-19 pandemic.
Recommendations	May	Meeting cancelled due to COVID-19 pandemic.
Recommendations	June - Discussion about implementing a Slow Streets Pilot Program on residential streets in Oak Park for social distancing	Village Board of Trustees adopted a Slow Streets Pilot Program Ordinance at its July 20, 2020 meeting. The 1st phase of the Pilot Program was implemented on August 3, 2020 on Kenilworth Ave., Van Buren St., and Harvey Ave. all south of Madison Street.
Recommendations	July	Meeting cancelled due to COVID-19 pandemic.

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Recommendations	August	Developed draft 2021 Transportation Commission work plan
Recommendations	September	Meeting cancelled due to COVID-19 pandemic.

Instructions for completing Work Plan

Please follow these instructions to complete your work plan:

Chart One: 2021 Initiatives & On-Going Projects

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

Column 2: List your 2021 Initiatives/projects you propose to the Village Board.

Column 3: Indicate what outcomes your project will produce.

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

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

Chart Two: 2020 Accomplishments

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

Column 2: List your 2020 Accomplishments

Column 3: Indicate what outcomes you achieved

Draft 2022 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on _____

2022 Initiatives and Ongoing Projects

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

Draft 2022 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on _____

ENABLING LANGUAGE	PROJECT	OUTCOMES	TIME FRAME	COST (if any)
	Review update of Village's Neighborhood Greenways (NG) plan and its implementation	<ul style="list-style-type: none"> • Make Village more bike, mobility challenged, and pedestrian 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 • Increase the level of bike sharing • Make the Neighborhood Greenways more user friendly for all users 	Due by the 3rd quarter of 2022.	
	Review the effectiveness of the existing citizen petition process / system for implementing traffic calming measures and then modifying or replacing them if warranted (carried over from 2021 work plan)	<ul style="list-style-type: none"> • Implement a more efficient and effective process for addressing citizen traffic calming requests • Develop an adopted vision for transportation in the Village of Oak Park 	Due by ??	
	Review the effects of the 2019 Madison Street corridor traffic calming project (carried over from 2021 work plan)	<ul style="list-style-type: none"> • Develop traffic calming recommendations for north-south and east-west streets adjacent to Madison Street 	Due by the 2nd quarter of 2022.	
		-- continued on next page --		

Draft 2022 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on _____

ENABLING LANGUAGE	PROJECT	OUTCOMES	TIME FRAME	COST (if any)
	Develop mission statement and/or guiding principles for the Transportation Commission and the Village's transportation network	<ul style="list-style-type: none"> Recommend to the Village Board revised principles and goals for the Village's transportation system network 	Due by ??	
	Enforcement Item (This item may be included in Vision Zero item)	<ul style="list-style-type: none"> Outcomes? 	Due by ??	
	Staff to present a Vision Zero plan for improved pedestrian safety to Transportation Commission	<ul style="list-style-type: none"> Outcomes? 	Due by ??	

-- continued on next page --

Draft 2022 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on _____

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

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

Draft 2022 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on _____

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

Draft 2022 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on _____

Instructions for completing Work Plan

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

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

Chart Two: 2021 Accomplishments

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Column 3: Indicate what outcomes you achieved

Village of Oak Park
Transportation Commission Agenda Item

Item Title:	Review the effectiveness of the existing citizen petition process / system for implementing traffic calming measures and then modifying or replacing them if warranted (continuation from the February 9, 2021, May 11, 2021, June 8, 2021, July 13, 2021 and August 10, 2021 Transportation Commission Meetings)
Review Date:	<u>September 14, 2021</u>
Prepared By:	<u>Jill Juliano</u>
Abstract (briefly describe the item being reviewed): The approved 2021 Transportation Commission Work Plan includes an item entitled: <u>Review the effectiveness of the existing citizen petition process / system for implementing traffic calming measures and then modifying or replacing them if warranted</u> . This was carried over from the approved 2020 Work Plan. This work plan item is scheduled to be completed by the 3rd quarter of 2021. Staff has included updated heat maps and scoring table in tonight's agenda. As both are works in progress, staff is looking additional feedback from the Commission so staff may further refine these tools. For the modified scoring table, total possible points earned in both the Crash History and Vehicle Speeds measures have increased by 5 points each; while total possible points earned for both the Pedestrian Traffic Generators and Bike Routes/Non-Bike Routes measures have decreased by 5 points each. Likewise, detail on how points could be earned for both the Crash History and Vehicle Speeds measures have been revised based upon the Commission's comments.	
Staff Recommendation(s): Staff will be presenting new heat maps and a modified version of the scoring table for traffic calming petitions. Staff is looking for response from the Commission to improve upon these tools.	
Supporting Documentation Is Attached	



Village of Oak Park 2016 to 2020 Crashes

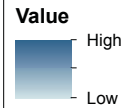
Last updated: 9/1/2021



Map Legend

- Local Roads
- Collectors
- Arterials
- Park
- Village of Oak Park Boundary
- Other Municipalities
- Railroad

Heat Analysis 2016 - 2020 Crashes



A heat map analysis shows values for crashes across two axis as a grid of colored squares. The axis variables are divided into ranges like a bar chart or histogram, each cell's color indicates the value in the corresponding range.

Crash Data 2016 to 2020

Year	2016	2017	2018	2019	2020	Total
Vehicles	663	574	555	838	671	3301
Injuries	352	396	388	567	444	2147
Fatalities	0	2	0	6	6	14
Incidents	352	305	294	414	342	1707



0 500 1,000 2,000 Feet

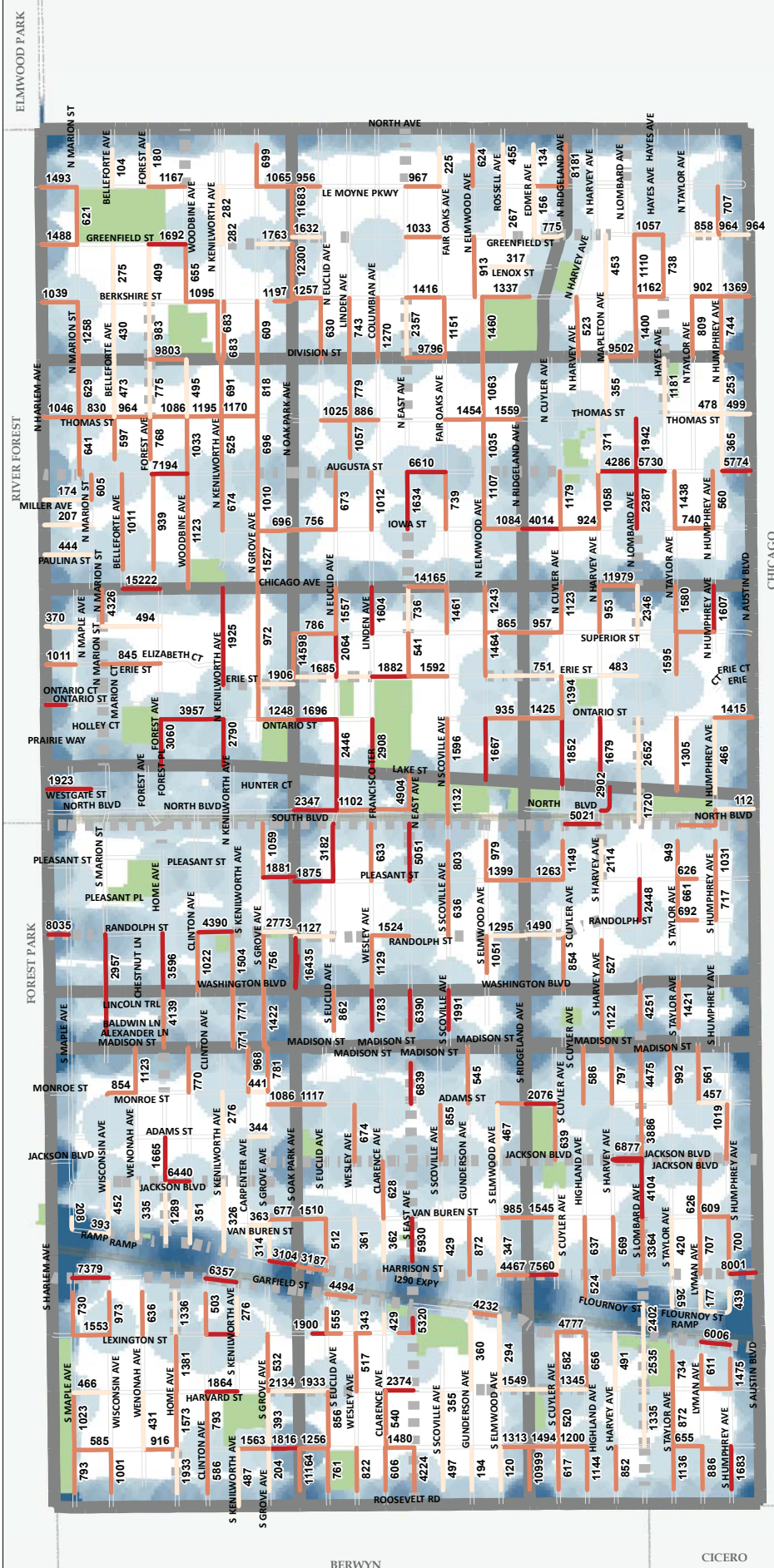
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DISCLAIMER: This drawing is neither a legally recorded map nor a survey, and is not intended to be used as such. This drawing is a compilation of records, information and data located in various village, county and state offices, and other sources, affecting the land area displayed and is to be used for reference purposes only. The Village of Oak Park shall not be responsible for any inaccuracies herein contained. If discrepancies are found, please contact Public Works.



Village of Oak Park 2016 to 2020 Crashes

Last updated: 9/1/2021

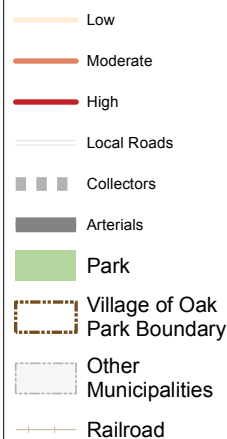


Map Legend

Heat Analysis 2019 Crashes



2019 Average Daily Traffic Counts



Arterials

Low < 5,000 Moderate 5,001 - 15,000 High > 15,000

Collector

Low < 3,000 Moderate 3,001 - 5,000 High > 5,000

Local Roads

Low < 500 Moderate 501 - 1,600 High > 1,600

A heat map analysis shows values for crashes across two axis as a grid of colored squares. The axis variables are divided into ranges like a bar chart or histogram, each cell's color indicates the value in the corresponding range.

Crash Data 2016 to 2020

Year	2016	2017	2018	2019	2020	Total
Vehicles	663	574	555	838	671	3301
Injuries	352	396	388	567	444	2147
Fatalities	0	2	0	6	6	14
Incidents	352	305	294	414	342	1707



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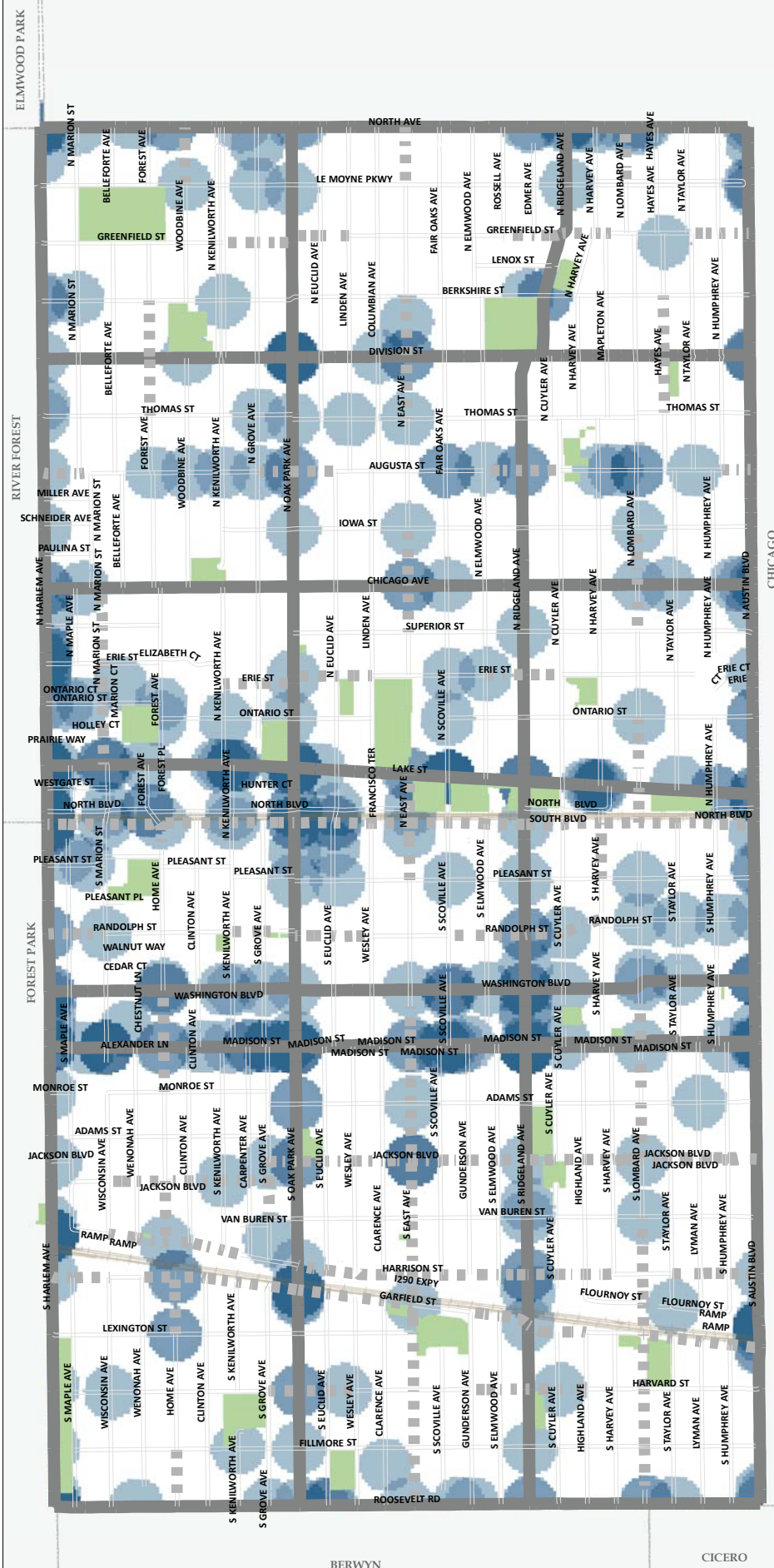
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Village of Oak Park 2016 to 2020 Crashes

Last updated: 9/1/2021



Map Legend

- Local Roads
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Heat Analysis Bike and Pedestrian Crashes 2016 - 2020

Value
High
Low

A heat map analysis shows values for crashes across two axis as a grid of colored squares. The axis variables are divided into ranges like a bar chart or histogram, each cell's color indicates the value in the corresponding range.

Crash Data 2016 to 2020

Year	2016	2017	2018	2019	2020	Total
Vehicles	663	574	555	838	671	3301
Injuries	352	396	388	567	444	2147
Fatalities	0	2	0	6	6	14
Incidents	352	305	294	414	342	1707



0 500 1,000 2,000 Feet

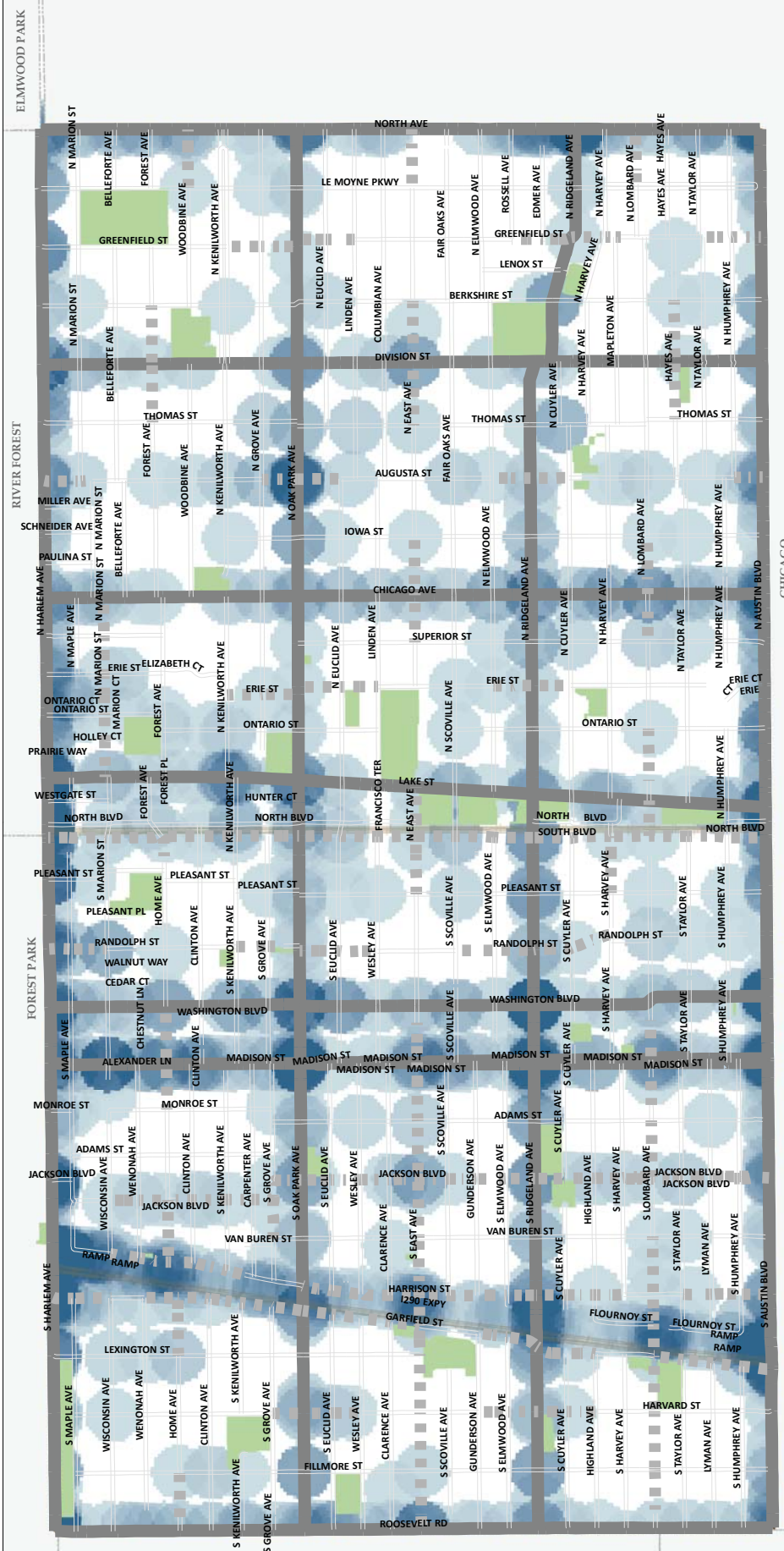
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Village of Oak Park 2016 to 2020 Crashes

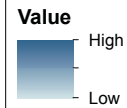
Last updated: 9/1/2021



Map Legend

- Local Roads
- Collectors
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Heat Analysis Individuals Injured or Killed in a Crash 2016 - 2020



A heat map analysis shows values for crashes across two axis as a grid of colored squares. The axis variables are divided into ranges like a bar chart or histogram, each cell's color indicates the value in the corresponding range.

Crash Data 2016 to 2020

Year	2016	2017	2018	2019	2020	Total
Vehicles	663	574	555	838	671	3301
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0 500 1,000 2,000 Feet

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Measure	Maximum Number of Points	Proposed at 09-14-2021 Trans Com Meeting Criteria Detail	Minimum Possible Score
Crash History	30	1 correctible crash in a 3 year period = 5 points 2 correctible crashes in a 3 year period = 10 points 3 correctible crashes in a 3 year period = 15 points 4 correctible crashes in a 3 year period = 20 points 5 correctible crashes in a 3 year period = 25 points more than 5 correctible crashes in a 3 year period = 30 points any correctible crash involving injury to a pedestrian/cyclist = 5 points	0 pts.
Vehicle Speed	30	85th percentile speed is less than 2 mph over the speed limit = 0 points 85th percentile speed is 2 mph over the speed limit = 5 points 85th percentile speed is 3 mph over the speed limit = 10 points 85th percentile speed is 4 mph over the speed limit = 15 points 85th percentile speed is 5 mph over the speed limit = 20 points 85th percentile speed is 6 mph over the speed limit = 25 points 85th percentile speed is 7 mph or more over the speed limit = 30 points outlier excessive speeding = 5 points	0 pts.
Vehicle Volume	25	ADT < 1,000 = 0 points ADT = 1,001 - 1,500 = 5 points ADT = 1,501 - 2,000 = 10 points ADT = 2,001 - 2,500 = 15 points ADT = 2,501 - 3,000 = 20 points ADT > 3,000 = 25 points	0 pts.
Pedestrian Traffic Generators	10	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.
Bike Routes / Non-Bike Routes	5	Not identified as a proposed Bike Route or Boulevard* = 0 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	0 pts.
Maximum Score	100	Minimum score necessary to submit petition to the Transportation Commission for review and recommendation = 35 points (minimum required)	0 pts.

Measure	Maximum Number of Points	Proposed at 08-10-2021 Trans Com Meeting Criteria Detail	Minimum Possible Score
Crash History	25	1-2 correctible crashes in a 3 year period = 5 points 3-4 correctible crashes in a 3 year period = 10 points 5-6 correctible crashes in a 3 year period = 15 points more than 6 correctible crashes in a 3 year period = 20 points any correctible crash involving injury to a pedestrian/cyclist = 5 points	0 pts.
Vehicle Speed	25	85th percentile speed is less than 3 mph over the speed limit = 0 points 85th percentile speed is 3-4 mph over the speed limit = 5 points 85th percentile speed is 5-6 mph over the speed limit = 10 points 85th percentile speed is 7-8 mph over the speed limit = 15 points 85th percentile speed is 9 mph over the speed limit = 20 points 85th percentile speed is 10 mph or more over the speed limit = 25 points outlier excessive speeding = 5 points	0 pts.
Vehicle Volume	25	ADT < 1,000 = 0 points ADT = 1,001 - 1,500 = 5 points ADT = 1,501 - 2,000 = 10 points ADT = 2,001 - 2,500 = 15 points ADT = 2,501 - 3,000 = 20 points ADT > 3,000 = 25 points	0 pts.
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.
Bike Routes / Non-Bike Routes	10	Not identified as a proposed Bike Route or Boulevard* = 0 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	0 pts.
Maximum Score	100	Minimum score necessary to submit petition to the Transportation Commission for review and recommendation = 40 points (minimum required)	0 pts.

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																																																																																							
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.																																																																																							
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.																																																																																							
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.																																																																																							
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.																																																																																							
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.																																																																																							
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><tr><td colspan="4">51% petitions</td><td colspan="4">75% petitions</td></tr><tr><td>51%</td><td>-</td><td>59%</td><td>= 10 points</td><td>75%</td><td>-</td><td>78%</td><td>= 10 points</td></tr><tr><td>60%</td><td>-</td><td>68%</td><td>= 11</td><td>79%</td><td>-</td><td>82%</td><td>= 11</td></tr><tr><td>69%</td><td>-</td><td>77%</td><td>= 12</td><td>83%</td><td>-</td><td>86%</td><td>= 12</td></tr><tr><td>78%</td><td>-</td><td>86%</td><td>= 13</td><td>87%</td><td>-</td><td>90%</td><td>= 13</td></tr><tr><td>87%</td><td>-</td><td>95%</td><td>= 14</td><td>91%</td><td>-</td><td>94%</td><td>= 14</td></tr><tr><td>96%</td><td>-</td><td>100%</td><td>= 15</td><td>95%</td><td>-</td><td>100%</td><td>= 15</td></tr></table> <table><tr><td colspan="3">% of negative replies</td><td colspan="2">Subtract</td></tr><tr><td colspan="3">Less than 10 or 16 replies</td><td>=</td><td>- 0 points</td></tr><tr><td rowspan="5">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%</td><td>=</td><td>- 1 point</td></tr><tr><td>21%</td><td>- 40%</td><td>=</td><td>- 2</td></tr><tr><td>41%</td><td>- 60%</td><td>=</td><td>- 3</td></tr><tr><td>61%</td><td>- 80%</td><td>=</td><td>- 4</td></tr><tr><td>81%</td><td>- 100%</td><td>=</td><td>- 5 points</td></tr></table>	51% petitions				75% petitions				51%	-	59%	= 10 points	75%	-	78%	= 10 points	60%	-	68%	= 11	79%	-	82%	= 11	69%	-	77%	= 12	83%	-	86%	= 12	78%	-	86%	= 13	87%	-	90%	= 13	87%	-	95%	= 14	91%	-	94%	= 14	96%	-	100%	= 15	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)
51% petitions				75% petitions																																																																																						
51%	-	59%	= 10 points	75%	-	78%	= 10 points																																																																																			
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Maximum Score	100	Mininum score necessary to submit petition to the Transportation Commission for review and recommendation = 25 points (minimum required)	13 pts.																																																																																							

Village of Oak Park
Transportation Commission Agenda Item

Item Title:	Develop Mission Statement and/or Guiding Principles for the Transportation Commission and the Village's Transportation Network
Review Date:	<u>September 14, 2021</u>
Prepared By:	<u>Jill Juliano</u>
Abstract (briefly describe the item being reviewed): The approved 2021 Transportation Commission Work Plan includes an item entitled: <u>Develop mission statement and/or guiding principles for the Transportation Commission and the Village's transportation system.</u> There is one stated outcome for this topic: Recommend to the Village Board revised principles and goals for the Village's transportation system network. This work plan item does not have a specified time frame. At the last meeting, the Transportation Commission discussed the draft transportation goals as outlined in Chair Burke's email. As part of that discussion, the Commission asked about the level of collaboration that could occur outside the Commission meeting. Staff has confirmed for review of a document; each Commissioner could forward their comments for revisions/additions/deletions on the document to staff only. Then staff can revise the document based on all comments received from the Commissioners and email the revised document to the Commission using the blind carbon copy function. But that is the extent of the collaboration that may occur outside of the Commission meeting.	
Staff Recommendation(s): The Transportation Commission is to continue to develop their proposed goals for the Village's transportation system based on the outline previously provided by Chair Burke.	
Supporting Documentation Is Attached	

Juliano, Jill

Subject: FW: Transportation Commission

From: Ron Burke

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

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

Subject: Re: Transportation Commission

Please share this with commissioners. Thx.

Draft Oak Park Transportation Goals

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

Safety

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

Sustainability, Affordability, and Transportation Options

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

Transportation Operations and Infrastructure

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

Transportation Equity

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

Community Engagement

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

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

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

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

Thanks,
Jill



Envision Oak Park

A Comprehensive Plan for the Oak Park Community

Adopted September 15, 2014





Transportation, Infrastructure, & Communication Technologies

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

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

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

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

STATEMENT OF IMPORTANCE

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

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

VISION STATEMENT

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

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

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

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



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GOALS, OBJECTIVES, AND METRICS

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

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

Accessing Businesses by Foot, Bike, Transit, and Automobile

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

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

Planning for Information Systems

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

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

Modernizing Transit Facilities

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

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



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Completing the Streets

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

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

Managing Parking

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

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

Potential Metrics

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

Metric: Adoption of a Strategic Information Plan

Desired Trend: Adoption of a Plan

Potential Data Resource: Municipal Board and Commission agendas and minutes

Metric: Total miles of Complete Streets upgrades in the community

Desired Trend: Increase in total miles of Complete Streets projects

Potential Data Resource: Municipal design plans and IDOT engineering plans



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

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

Coordinating Traffic Signals

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

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

Creating a Walkable Community

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

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

What others are doing...

Encouraging Active Transportation

Go Bronzeville – A New Transportation Options Marketing Program in Chicago

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

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



What others are doing...

Active transportation education in the classroom

Safe Routes and Bicycling Ambassadors, Chicago, IL

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

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

Educating and Encouraging Safe, Active Travel

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

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

Connecting the Bicycle Network

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

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

Encouraging All Modes of Travel

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

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

Potential Metrics

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

Metric: Walk Score

Desired Trend: Maintenance or increase in walk score

Potential Data Resource: walkscore.com or equivalent

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

Desired Trend: Maintenance or increase in amount of parking spaces

Potential Data Resource: Municipal permits, inventories of shared service providers



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yooperann, Flickr

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

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

Regulating for the Information Age

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

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

Leveraging Technology to attract business

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

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



Communicating with Other Public Agencies

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

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

Potential Metrics

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

Metric: Investment in modern infrastructure development

Desired Trend: Maintenance or increase in total annual investment

Potential Data Resource: Municipal or private infrastructure development permits

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

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

Supporting Local and Regional Travel

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

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



David Wilson, Flickr

Maintaining the Expressway Footprint

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

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

Connecting People on Foot and Bike

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

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

Exploring Creative Solutions

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

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

Potential Metrics

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

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

Desired Trend: Increase in IDOT funding

Potential Data Resource: IDOT cost estimates and design proposals



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

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

Integrating New Technologies

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

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

Utilizing Renewable Resources

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

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

Focusing on Sustainable Systems

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

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



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David Wilson, Flickr

Managing Stormwater

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

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

Potential Metrics

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

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

Desired Trend: Increase in linear feet or total area

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

Metric: Number of permits issued for renewable energy systems

Desired Trend: Increase in the amount of permits issued

Potential Data Resource: Village permitting

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

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

Potential Data Resource: Development applications approved by Village government

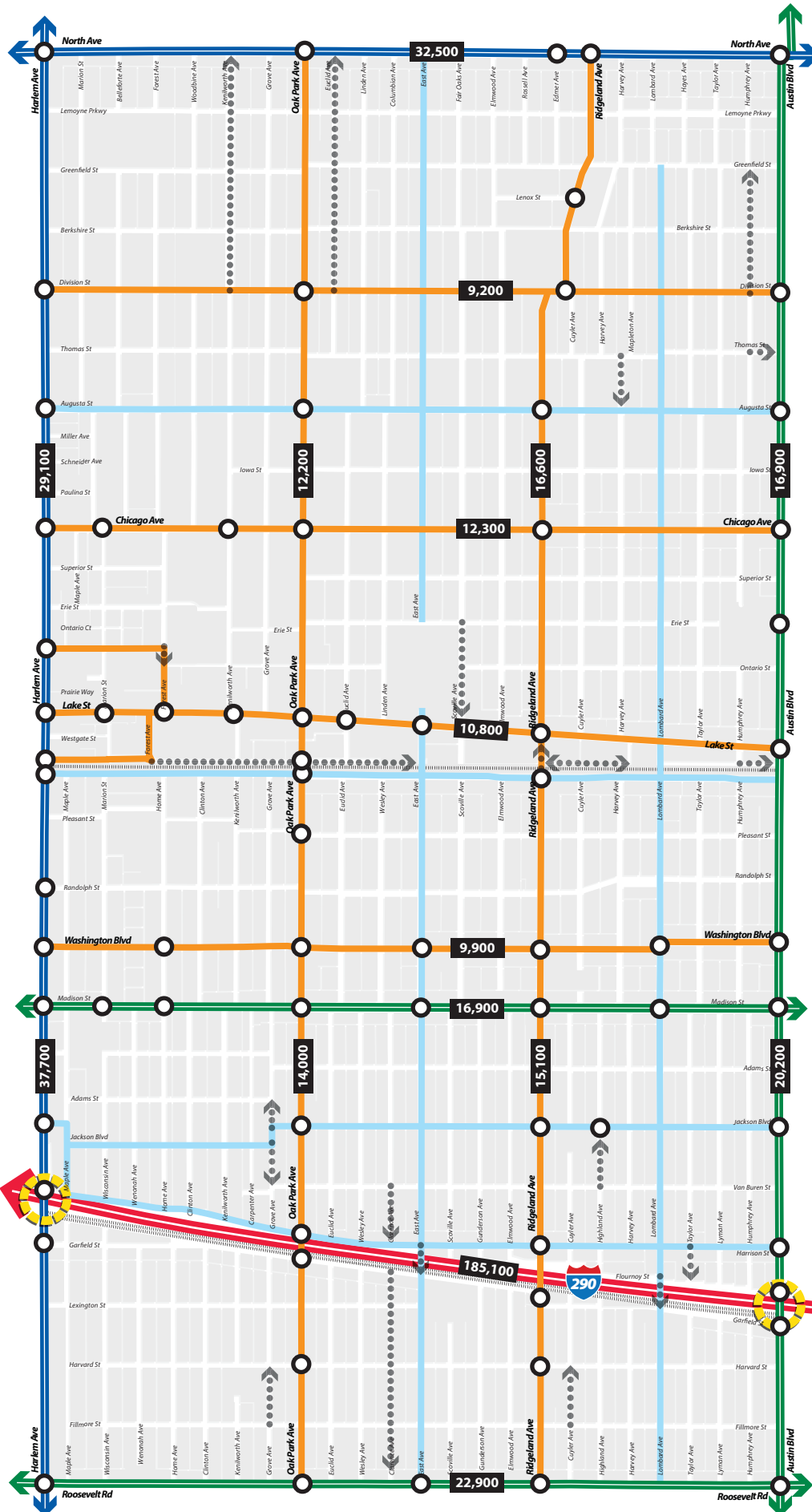
What others are doing...

Integrating stormwater management into the streetscape

Uptown Normal, Illinois Roundabout

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

For more information visit: http://www.epa.gov/dced/awards/sg_awards_publication_2011.htm#civic_places



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Village of Oak Park Transportation & Roadways

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

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

Legend

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



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Village of Oak Park Bicycle, Transit, & Pedestrians

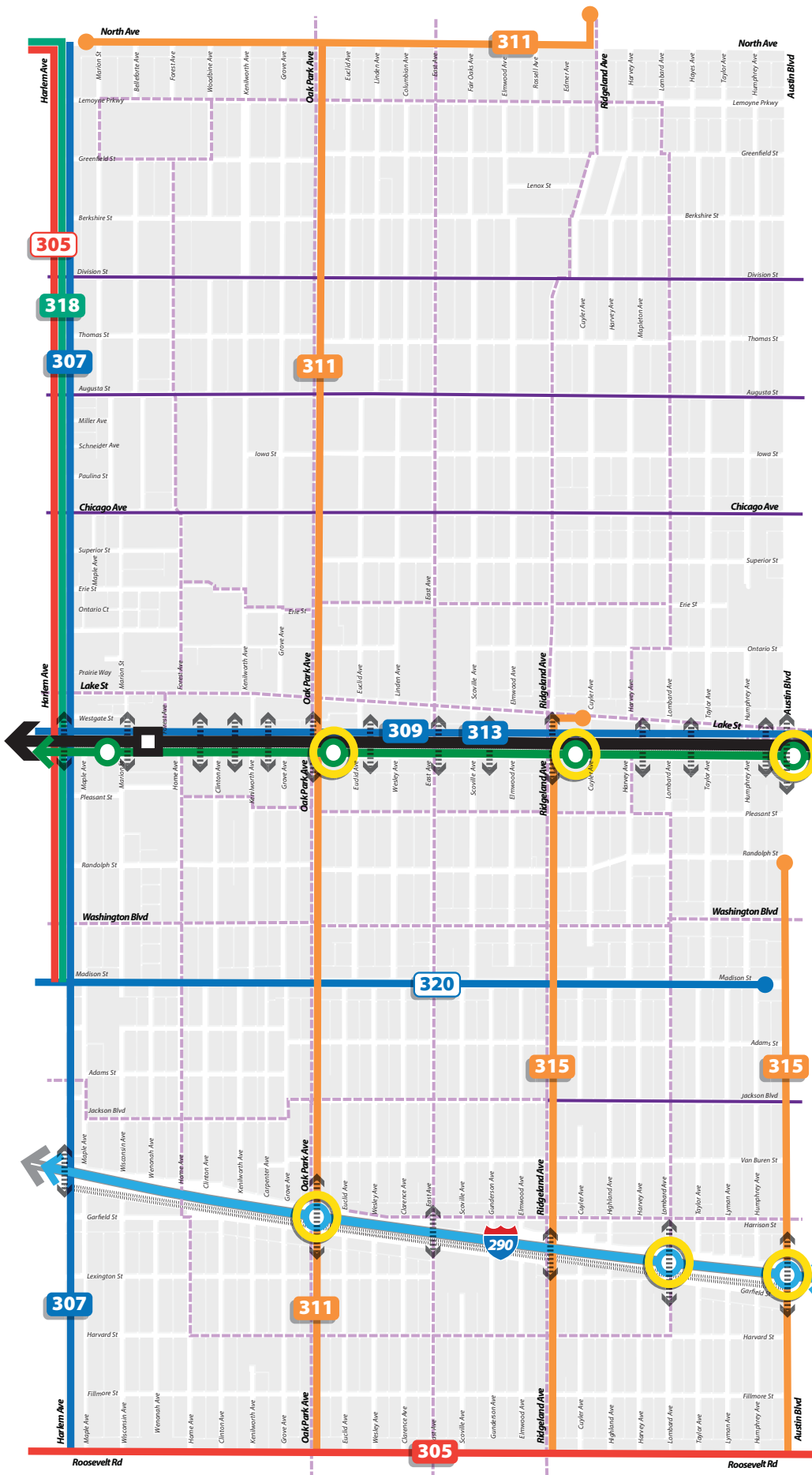
Metra commuter rail service, CTA rail and bus services, and Pace bus services create a robust local transit network that provides connections to communities throughout the region. Local bicycle and pedestrian networks lay the foundation for active transportation alternatives throughout Oak Park. Comprehensive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

Transit Routes

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

Pedestrian Circulation

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



GOALS & OBJECTIVES SUMMARY MATRIX

TRANSPORTATION, INFRASTRUCTURE, & COMMUNICATION TECHNOLOGIES

Recommendation Types

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

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

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

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

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

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

Memorandum

Date: September 2, 2021

To: Transportation Commission

From: Jill Juliano, Engineering Division JJ

Re: Village Board of Trustees Action on Transportation Commission
Recommendations Through 07/26/2021 Inclusive

The Village Board of Trustees did not review any Transportation Commission recommendations at its July 12th through July 26th meetings. The July 26th meeting was the last Village Board of Trustees meeting with minutes available.