



SPECIAL REMOTE MEETING AGENDA

TRANSPORTATION COMMISSION – August 9, 2022 at 7:00p.m.

A Special Remote Meeting will be conducted with live audio and optional video of participants. The meeting will be available live at <https://us06web.zoom.us/j/84046702424> and archived online for on-demand viewing at www.oak-park.us/commissiontv the following day. Remote meetings are authorized pursuant to Section 7(e) of the Illinois Open Meetings Act. The Village President has determined that an in-person meeting is not practical or prudent due to the COVID-19 outbreak during Governor J.B. Pritzker's current disaster proclamation. It is also not feasible to have persons present at the regular meeting location due to public safety concerns related to the COVID-19 outbreak.

- 1) Call to Order / Roll Call
- 2) Agenda Approval
- 3) Approval of the Draft Transportation Commission Remote Meeting Minutes
 - 3.1) July 12, 2022 Draft Transportation Commission Meeting Minutes
- 4) Non-Agenda Public Comment

Public statements of up to three minutes may be made in person or writing. Written comments will be read into the record at the meeting. To comment, email a request to transportation@oak-park.us, indicating an intent to speak at the meeting or including a statement to be read into the record. Requests must be received no later than 30 minutes prior to the start of the meeting. Written comments also may be placed in the Oak Park Payment Drop Box across from the south entrance to Village Hall, 123 Madison St., no later than the day prior to the meeting.

- 5) New Business
 - a) Review the Oak Park Bicycle Plan and Neighborhood Greenways System Study to Evaluate Opportunities to Create Additional Dedicated or Protected Bike Lanes (2022 Work Plan Item)
- 6) Old Business
 - a) None
- 7) Adjourn

If you require assistance to participate in any Village program or activity, contact the ADA Coordinator at 708.358.5430 or email ADACoordinator@oak-park.us at least 48 hours before the scheduled activity.

DRAFT Meeting Minutes
Transportation Commission
Tuesday, July 12, 2022 – 7:00 PM
Remote Participation Meeting

1. Call to Order

Staff Liaison Jill Juliano called the remote participation meeting to order at 7:05 PM.

Staff Liaison 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 Governor J.B. Pritzker's current disaster proclamation. It is also not feasible to have persons present at the regular meeting location due to public safety concerns related to the COVID-19 outbreak."

Roll Call

Present: Garth Katner, Brian Straw, Ron Burke

Absent: Camille Fink, Meghann Moses

Staff: Parking & Mobility Services Manager Sean Keane, Parking Restrictions Coordinator (PRC) Takeshi Thompson, Village Engineer Bill McKenna, Staff Liaison Jill Juliano

Staff Liaison Juliano noted that with three Commissioners, there is a quorum.

2. Agenda Approval

Commissioner Katner made a motion to approve the agenda. It was seconded by Commissioner Straw.

The roll call vote was as follows:

Ayes: Katner, Straw, Burke

Nays: None

The motion passed unanimously 3 to 0.

3. Approval of the Draft June 14, 2022 Transportation Commission Meeting Minutes

Commissioner Straw made a motion to approve the draft June 14, 2022 Transportation Commission meeting minutes. It was seconded by Commissioner Katner.

The roll call vote was as follows:

Ayes: Straw, Katner, Burke

Nays: None

The motion passed unanimously 3 to 0.

4. Non-Agenda Public Comment

None

5. New Business

Chair Burke noted for those on the call that the Transportation Commission is comprised of volunteers who make recommendations to the Village Board. The recommendations may or may not be accepted by the Village Board, and the Commission is just one step in the process. He also noted that the Commission, along with staff, are facing a significant backlog of petitions (around 22), many of which were delayed in one way or another by the pandemic. The Commission worked with staff to try to streamline the process to move through the petitions as efficiently as possible, but because many of the petitions were submitted prior to the approval of the new process, they must go through the process that was in place when they were submitted. The Commission has also asked staff to consider a comprehensive approach to handling petitions that are submitted by blocks that are directly off a busy street as there are many commonalities and that may help the petitions move through the process more quickly.

5a) PETITION TO INSTALL A TRAFFIC CALMING DEVICE ON THE 500 BLOCK OF SOUTH HARVEY AVENUE

Staff Liaison Juliano provided background information on the petition to the Commissioners and mentioned that it was originally submitted in September 2018 and signatures were necessary, so it was re-submitted in November 2018. The petition was submitted because of inconveniences due to Dunkin' Donuts, including queues for the drive-through that extend onto S Harvey Ave and Madison St, drivers parking in no-parking areas on S Harvey Ave rendering this portion of the block impassable, and delivery trucks that are noisy at early hours and use S Harvey Ave to make their deliveries instead of using Madison St. Crash reports and other data were collected before a scoring table was completed and it exceeded the minimum score necessary to be reviewed by the Transportation Commission. Staff Liaison Juliano explained the vehicle volume and speed data and noted that based on the collected data, staff doesn't see vehicle volume or speed as issues on this block. She also shared turning movement counts which showed that a lot of the traffic is going to Dunkin' Donuts, but it tends to stay on the northern end of the block rather than travelling south toward the residential portion of the block. Staff Liaison Juliano also detailed how staff has worked with the Park District of Oak Park (PDOP) to help mitigate any traffic issues that may be exacerbated on the block with the building of the new Community Recreation Center (CRC). She also noted that while the PDOP has mentioned the possibility of a second phase of the project, it is not currently listed in the PDOP's five-year plan and there is no current funding for that. Should that

change, it would trigger public meetings, public hearings, notifications to nearby residents who would then be given the opportunity to comment, and it would need to go through an approval process by the Village which would include parking and traffic studies. Based on the information gathered, there don't seem to be traffic issues on the residential portion of the block that need to be addressed with a traffic calming device.

Following the presentation, the Commission asked questions regarding the item. Below is a summary of the questions and staff responses.

Q: When were the traffic studies done? A: June 2021 and October 2021

Q: Were they done on weekdays? A: Yes, one was on Tuesday, June 8 and it was still during the school year. The other was on Thursday, October 27.

Q: Do we know to what extent traffic volumes have increased since last fall? A: We saw increases starting in the late spring and early summer of 2021 and it looks like they're pretty much back at this point. We haven't done any studies to compare 2021 to 2022, but when we look at the area-wide traffic study from 1997, these volumes are consistent.

Q: It's possible that the traffic volumes are somewhat higher now compared to when the traffic study was done, but most likely still below the average that you would expect for a typical residential street, right? A: Correct.

Q: Harvey Ave is identified as one of the streets for the Neighborhood Greenways Plan, right? A: It was not identified as one because it would have received additional points in the scoring table if it had been.

Q: Are you sure? Was it Lombard Ave instead of Harvey Ave? I'm pretty sure it was Harvey Ave because that is where you can actually get underneath the train tracks. It may be that it's Lombard Ave and then switches over to Harvey Ave farther north. A: I would have to pull it up to check. Commissioner Katner noted that after reviewing the Neighborhood Greenways Plan, it does identify Lombard Ave, not Harvey Ave, as the street used in that area.

Q: Was a specific traffic calming measure requested on the petition? A: No, they are just looking for some relief.

Timothy Halt spoke about the measures taken with the new apartment building on the south side of Madison St between Euclid Ave and Wesley Ave, including the bump-out on Wesley Ave that is intended to push the traffic north onto Madison St. He noted that an approach like that might be a viable solution for their block, especially with the building of the CRC, to try to keep the traffic off the residential portion of the block.

Jesse Gallagher spoke about why they chose to raise their family in Oak Park and the importance of maintaining residential neighborhoods as commercial corridors are developed. He shared concerns that the additional traffic on the block from Dunkin'

Donuts and the reduction of Madison St to two lanes will be exacerbated by the CRC. There are lots of young kids on the block and one has been struck. He noted that while the studies presented are relatively unremarkable, they are small samples taken during a time of lower traffic due to the pandemic and that the crash data from S Harvey Ave and Adams St is incomplete as he lives on that corner and there have been more than two crashes. He believes the cumulative developments call for permanent infrastructure improvements targeting speed, direction of travel, or both.

Nat Grotte believes that the counts were conducted in the middle of the block and didn't capture most of the traffic that is confined to the north end of the block. He wondered how the numbers might be different if the tubes had been placed in a different area. He mentioned that the McDonald's to the east is a similar example, but that both the entrance and exit are on Madison St so if there is a queue of cars, they are backed up onto Madison St, not a residential street. He questioned why Dunkin' Donuts was allowed to build in a way that required their customers to queue on Harvey Ave. He thought this was a missed opportunity and hopes that the Commission will consider infrastructure improvements now to help mitigate some of the damage that's been done.

Stephan Hruszkewycz spoke about how even though cars in the queue try to stay as far to the right on the west side of the street, it is still very difficult for cars to get through. The CRC's plan to allow for parking spaces on that part of the block will further restrict the flow of traffic, particularly during the morning. He questioned the decision to allow the CRC to have an exit on Harvey Ave. He suggested reconfiguring the inlet of the driveway entrance to Dunkin' Donuts and reconsidering how the CRC empties into this already problematic intersection as possible solutions.

Miriam Armstrong described how traffic is often one-way between Madison St and the alley due to cars parked in the middle of the street while waiting to turn left into Dunkin' Donuts. Cars coming out of the CRC's exit will not be able to turn left because there will be cars blocking them. They often see arguments related to this traffic and have even had a Police Officer come out to direct traffic one day. She encouraged a further study of the exit from the CRC and is hoping some sort of mitigation can be made before the CRC is completed.

Sarah Miller reiterated her neighbors' comments about how Police have had to come out to Dunkin' Donuts because of fights and concerns about the existing traffic problems being exacerbated by the anticipated uptick in traffic related to the CRC.

Beth Saunders shared her concerns about potential measures directing traffic right by her house or adding to the existing traffic in the alley behind Dunkin' Donuts. Speed bumps are already in the alley, but it is still heavily trafficked by those avoiding Madison St.

John Pohl shared that the traffic caused by the morning rush at Dunkin' Donuts actually starts earlier than the times captured by the traffic study. He also spoke about how the

deliveries for Dunkin' Donuts are supposed to be made on Madison St, but that for the past year or so, delivery trucks have instead been parking on the east side of Harvey Ave at Madison St. This essentially blocks traffic in the northbound lane of Harvey Ave and makes the situation more dangerous. He also mentioned that because the right turn lane on Madison St only really allows room for one car and is often missed completely by cars speeding along Madison St, it doesn't provide much relief.

Christee Snell suggested reversing the direction of the drive-thru queue to improve the flow of traffic.

Following the public testimony, the Commissioners discussed the following topics:

- Concerns about how the CRC will affect not only the current situation, but also any traffic calming measure that might be used
- Possible solutions, including a cul-de-sac, diverter, or one-way street to limit through traffic from the Dunkin' Donuts property to the residential portion of the block and prevent cars from using the alley to get to Dunkin' Donuts
- Recognizing that because of the layout of the Dunkin' Donuts drive-through, a traffic calming measure will not improve the long queue of cars
- If the Commission is able to make a recommendation that would require Dunkin' Donuts or the CRC to change their respective entrance or exit on S Harvey Ave or if that would be beyond their purview
- If some of the suggested traffic calming measures would cause more problems for residents of the block by making that portion of the block difficult to use with a car or if it would be a worthwhile trade-off
- If staff would be willing to come up with some options to limit traffic south of the alley since the Commission would like to see a recommendation move forward to the Village Board

An anonymous resident asked if traffic studies had been done regarding the traffic exiting the CRC onto S Harvey Ave. Village Engineer Bill McKenna responded that the current phase of the CRC is being built by-right and didn't have to go through any public planning process, including the submission of a traffic study. No comprehensive traffic study has been done by the PDOP to show projected traffic volumes for that driveway. Parking restrictions, including "No Parking 6AM – 11AM Monday through Saturday", would not be modified at this point because staff sees the need for there to be a place for cars to safely queue.

Chair Burke asked if there had been coordination with the PDOP to try to avoid what seems to be a design that is likely to exacerbate the existing problems. Village Engineer McKenna responded that staff did work with the PDOP during their permit submittal and did have them shape the driveway on S Harvey Ave to direct cars to the north. They also added a gate so that cars can't enter there. It would be uncomfortable for cars to turn

right out of that exit, but signage could be placed if necessary. The intent of the parking lot is for most of the traffic to use the two-way driveway on Highland Ave and it's anticipated that repeat customers will quickly become familiar with the traffic patterns in the area and choose the path that is easiest or most convenient.

Commissioner Straw made a motion asking staff to come back to the Commission with a proposal for how to limit traffic flowing from the north end of the 500 block of S Harvey Ave through to the residential end of the 500 block of S Harvey Ave and consider in that recommendation how to reduce or eliminate traffic into the alleyways that run parallel to Madison St. It was seconded by Commissioner Katner.

Commissioner Katner reminded the residents on the call that the Commission is only one part of the process and urged them to take advantage of the opportunities to express their opinions when this item returns to the Commission and then is ultimately brought to the Board, particularly if they feel that the recommended steps are not sufficient.

Commissioner Straw reiterated the importance of utilizing the opportunity to make public comment, particularly when this item is brought to the Village Board as they will be the ones to ultimately make the decision on this issue.

The roll call vote was as follows:

Ayes: Straw, Katner, Burke

Nays: None

The motion passed unanimously 3 to 0.

5b) MODIFY TRANSPORTATION COMMISSION'S RECOMMENDATION ON REVIEW
EFFECTIVENESS OF EXISTING CITIZEN PETITION PROCESS / SYSTEM FOR IMPLEMENTING
TRAFFIC CALMING MEASURES AND THEN MODIFYING OR REPLACING THEM IF
WARRANTED TO INCLUDE CHANGING FINANCIAL RESPONSIBILITY FOR SPEED HUMP AND
SPEED TABLE MEASURES FROM SPECIAL SERVICE AREA TO VILLAGE

Village Engineer McKenna presented the item to the Commissioners and explained that staff is recommending that the Village pay for these treatments as a way to streamline the process. Because establishing a Special Service Tax Area is an incredibly lengthy and time-consuming process for staff, it's not worth it financially, particularly because these measures are relatively small dollar amount improvements. He also noted that there are several petitions pending that would be able to move forward if this change were made.

The Commissioners all agreed that this change made sense and were happy to hear that this would help move along some of the petitions.

Commissioner Straw made a motion to recommend changing the financial responsibility for speed hump and speed table measures from Special Service Area to the Village and to

include it as part of the Transportation Commission's recommendations of its work plan item "Review Effectiveness of Existing Citizen Petition Process / System for Implementing Traffic Calming Measures and then Modifying or Replacing Them if Warranted." It was seconded by Commissioner Katner.

The roll call vote was as follows:

Ayes: Straw, Katner, Burke

Nays: None

The motion passed unanimously 3 to 0.

6. Old Business

6a) REVIEW OF RECOMMENDED REVISIONS TO THE EXISTING OVERNIGHT ON-STREET PERMIT ZONES

Parking Mobility Services Manager Sean Keane presented background information on the item, including the history of the Parking Pilot Program and related recommendations that were based on the results of the Parking Pilot Program survey and previous discussions with both the Commission and the Village Board. He then went through each of the zones with recommended changes, providing information about how many permits are allowed, how many permits are active, and how many spaces will be added in each of those zones. Staff's intention is to make it easier for those with overnight on-street permits to find a parking space and the expansion of permitted areas is on streets that are surrounded by active permit holders. He also noted that the number of permits will not be increasing, just the number of parking spaces.

Commissioner Straw asked if any consideration had been made for the fact that in Zone Y7, a section of parking that is being added is being added on a street (S Lombard Ave) that has been identified as part of the Neighborhood Greenways Plan. He wondered how this proposed overnight parking would impact any future bike infrastructure improvements on this street. Staff responded that the Neighborhood Greenways Plan was not taken into consideration with the recommendations, but there are overnight parking areas where we do have restrictions during the day so there are ways to regulate when people park there.

Commissioner Straw noted that one of the problems that this expansion was trying to remediate was that permit holders had to move their cars into their overnight space late at night and then move it again early in the day in areas with daytime restrictions. Before we make a recommendation, I think we need to consider that this conflicts with another use that we are considering for S Lombard Ave.

Laurie asked for clarification about what overnight parking means and why both sides of the street were being recommended since that will limit the opportunity for people to park in front of their own homes. Staff responded that the overnight parking permit generally

allows for parking beginning between 9-11 PM and essentially overrides the overnight parking ban, which is 2:30-6 AM. If there are no daytime restrictions on the block where there is overnight on-street permit parking, they could leave their car parked there during the day. All streets that are permitted parking for overnight, get a specific day, usually Tuesday or Wednesday, for street cleaning and there would be a two-hour restriction in place for that once a week. In response to the second question, these are just staff's recommendations and we did base them on demand, but we could allow some open areas for parking by passholders.

Carla spoke about how tight it can get on side streets when there are cars parked on both sides. She recommended that parking be allowed on only one side of the street, but on more streets to meet the demand.

Seneca Johnson thanked the Commissioners and staff for listening to the needs of the residents and working to add more overnight parking so that people don't have to park so far away from where they live. He spoke about the difficulties that his wife experiences having to move her car for daytime restrictions as she works from home and hopes that a solution could be found for those residents who now permanently work from home and need somewhere to park without interruption during the day.

Chair Burke mentioned that the Parking Pilot Program included a feature that a resident could override some of the daytime restrictions on the block where they live and asked staff to clarify if this would be an option moving forward. Staff responded that the exemption from daytime restrictions was discussed by both the Commission and the Village Board for expansion into other parts of the Village, but that only applies in the Parking Pilot area at this time. Even if expanded, it would not override the street cleaning restrictions that are in place once a week because we do need to provide a time for the streets to be maintained.

Jackie asked why so many spaces were being added to Zone Y7 with parking on both sides of S Harvey Ave and S Lombard Ave. Staff responded that there are a significant number of permit holders in that zone, specifically in the Washington Blvd corridor and because of that, they recommended significant increases in that zone. Jackie also asked why so many spaces are being added if there is already an excess. Staff responded that the zone is currently sold out and all spaces are being used. Staff is trying to make it easier for those 179 permit holders to find parking closer to where they live.

Chair Burke reiterated that this is an attempt to make it easier for permit holders to park in a space that is conveniently located near where they live. The expectation is that it will be a relatively small percentage of people who move to a different spot and those will be the people who now have the option to park closer to where they live.

Jackie asked why it is being added to both sides of so many streets and noted her concern that if daytime restrictions are in place on other blocks, that may lead to cars on those

blocks parking on her block. Staff responded that this is fair feedback and something to consider.

Rick asked for clarification about where it would be added in Zone Z2. Staff provided an explanation of the proposed changes to that zone.

PRC Takeshi Thompson read the 35 written public testimony aloud. The comments, in their entirety, are attached to these minutes.

Following the presentation and public testimony, Chair Burke noted his concern that residents were not given sufficient time to submit their comments before the deadline.

Commissioner Straw recommended tabling consideration of this item because the number of comments received from residents who were concerned about parking on their block when no proposed changes were even recommended for their block suggests that the notice provided was insufficiently clear. He recommended that staff send out another notice, with another comment period that ends at least seven days after the notices are received. He also suggested including the proposed zone map so that residents could have a better understanding of the proposed changes. If we believe that community input is actually important and valuable in this decision-making process, we need to inform the community about what is under consideration and provide them time to share their concerns. Given that that was not what happened here, I cannot vote on this tonight.

Chair Burke agreed and noted that the feedback received tonight will be useful in crafting the next letter. There will inevitably be some misconceptions, but we need to give people sufficient time to review the proposal and make comments.

Staff responded that they did keep the letter fairly generic as it went to over 1,000 addresses and the intent was to direct people to the agenda rather than creating custom letters for blocks. They will work to get a more customized letter out to residents.

The Commissioners agreed to table the item until the August 2022 meeting.

7. Adjourn

With no further business, Commissioner Straw made a motion to adjourn the meeting. It was seconded by Commissioner Katner.

The roll call vote was as follows:

Ayes: Straw, Katner, Burke

Nays: None

The motion passed unanimously 3 to 0.

The meeting adjourned at 10:53 PM.

Submitted by:
Anna Muench
Administrative Assistant- Engineering

[REDACTED]

From: Anna Albor [REDACTED]
Sent: Friday, July 8, 2022 9:35 PM
To: Transportation
Subject: Re: Overnight On-Street Permit Parking

[REDACTED]

Hi Transportation Commission,

I am very saddened and frustrated to hear that you are attempting to implement an "Overnight On-Street Permit" to park near a street frontage or adjacent to my address.

I am a single mom of one and I am also a Latina. For a community that claims to be "diverse" and "inclusive", this new EXPENSIVE permit is very anti-inclusive and anti-equity. Being a single mom who wants to provide a sub-par public education to my daughter in a family friendly neighborhood, this consideration of a permit strikes a blow to everything you CLAIM to represent. I already have to walk an entire alleyway with myself AND my daughter before I get to my front door because the permit parking closest to my door is VERY expensive and unfortunately I cannot afford it. Though an alleyway may not sound like a stretch to you it IS when you have multiple bags of groceries to carry up THREE flights of stairs.

I feel very STRONGLY against this new "consideration" given (if this passes) it will literally make you all out to be hypocrites for pushing a narrative SIMPLY because you want to be on "the right side of history". I urge you to PLEASE stop with the hypocrisy and ACTUALLY listen to minority groups whose livelihood you would DIRECTLY impact by imposing YET ANOTHER "overnight parking permit"!

Thank you,
Anna Albor
Resident at [REDACTED] S Oak Park Ave

[REDACTED]

From: Suzanne Pawlisz [REDACTED]
Sent: Friday, July 8, 2022 12:31 PM
To: Transportation
Subject: Transportation Commission Letter

[REDACTED]

I just received a letter today, July 8th, from the Village of Oak Park Parking & Mobility Services Division regarding a meeting scheduled for July 12th at which the Village Transportation Commission intends to discuss overnight on-street permit parking.

The letter states that comments must be submitted by July 8th, but there is very little information and nothing regarding Clarence Avenue.

Given this lack of information and very late notification, I can only respond that I do not want overnight on-street parking on the 700 block of Clarence Avenue.

Suzanne Pawlisz
[REDACTED] Clarence Ave
[REDACTED]

[REDACTED]

From: Christine Knox [REDACTED]
Sent: Friday, July 8, 2022 12:54 PM
To: Transportation
Subject: Parking on 700 clarence avenue

[REDACTED]

To Whom It May Concern,

I have been a resident of the 700 block of Clarence Avenue for 28+ years. In this time I have had to share street with teachers, commuters and apartment dwellers as well as fellow neighbors and their guests. I have had no problem with that up until now. Each night several cars are parked overnight on our street. It is usually the same cars and even when there are restrictions such as street cleaning and leaf pick up, these cars remain on the street which then interferes with clean up. Now I hear that the village wants to make our street an overnight permit parking street. I am opposed to this for many reasons. There are plenty of parking lots in the area that are not even close to being full. Most of the residents on the block are single family homes. There is just one apartment building on Clarence and Van Buren which would require parking permits.

I respectfully ask that you not make the 700 block of Clarence Avenue an overnight permit parking street.

Thank you.

Best Regards,
Christine Knox
[REDACTED] Clarence Avenue

[REDACTED]

From: Susan Katz [REDACTED]
Sent: Friday, July 8, 2022 1:06 PM
To: Transportation
Subject: Parking permits for Clarence Ave

[REDACTED]

As a resident of the [REDACTED] block of Clarence I would like to know if the proposed overnight permits will only be for residents of the block and will they be available free of charge??? If not, I am strongly against overnight permits for our block.

Susan Katz
[REDACTED] Clarence Ave

[REDACTED]

[REDACTED]

From: Kelly Uher [REDACTED]
Sent: Friday, July 8, 2022 1:12 PM
To: Transportation
Cc: Diane Wendt Uher
Subject: Overnight permit parking on 700 block of Clarence

[REDACTED]

We live at [REDACTED] Clarence and are AGAINST adding permit overnight parking. The vast majority of our street is single family homes with many having little kids. We deserve the right to be able to park in front of our homes as needed and avoid more noise and congestion on the street which already has a lot

[REDACTED]

[REDACTED]

From: Leila McGowan [REDACTED]
Sent: Friday, July 8, 2022 1:17 PM
To: Transportation
Subject: Permit Parking 700 block of Clarence Avenue

[REDACTED]

Hello-

I live at [REDACTED] Clarence Avenue. I have lived at this address for the past 24 years and we received the letter today, July 8th, asking for comment by today. I'm writing to let you know that I am against overnight permit parking on the 700 block of Clarence Avenue.

Thank you-

Leila McGowan

[REDACTED]

From: barbara.duffy [REDACTED]
Sent: Friday, July 8, 2022 1:20 PM
To: Transportation
Subject: Clarence Ave Night Parking Permit

[REDACTED]

Will this be only for residents on the hundred block permit is given for?
Why would this be offered when forever we all have garages and park in them overnight. For security reason having no cars on streets overnight gives better visibly for patrolling.
I personally am against this idea.

Thank you

[REDACTED]

[REDACTED]

From: Ryan McCarthy [REDACTED]
Sent: Friday, July 8, 2022 1:35 PM
To: Transportation
Subject: Overnight parking on 700 Clarence

[REDACTED]

I am writing as a resident on the 700 block of Clarence to say no to overnight parking on this block. We have had many issues with the streets already littered with cars overnight and without permits. My family has been in our residence since 1982 and have noticed an uptick in incidents whenever there is a mass of cars parked out there. From stolen catalytic converters, drug users sitting within the crowds of cars (1 overdosing), people hiding between cars and robbing unsuspecting people passing buy on foot as well as the constant left over cars from the blue line. Parking enforcement is already lacking in many parts of Oak Park and this will lead to more abuse of the system. Our block has called for YEARS about this issue as well as the issue with cars parked during the day between 8am and 12pm during the 2 hour only parking. Again, many of these cars are either travelers from the blue line or people from around the area that just leave their cars out and don't move them. Some park in front of homeowner houses for weeks at a time leaving some to have to park half a block down if not more. There are other options, maybe Van Buren?

Ryan McCarthy
[REDACTED]
[REDACTED]

[REDACTED]

From: Rachelle Tsachor [REDACTED]
Sent: Friday, July 8, 2022 1:43 PM
To: Transportation
Subject: Comment for meeting about overnight parking on Clarence 700 block

[REDACTED]

Dear Village of Oak Park,

My neighbors received a letter today stating that the village is considering making our block permit only for overnight parking.

The current system (whereby I can request an occasional overnight parking permit for guests) is working fine for me.

I am writing to request that the village does not move forward to change the current parking plan until answering some basic information about what this change might mean for residents.

Here are my questions:

- 1) What advantages or disadvantages the new permit system would create for residents and their visitors?
- 2) Do the overnight permits cost money to residents?
- 3) Would we still be allowed to request free overnight parking for guests on occasion?
- 4) How would this affect short-term parking and drop-off for the school down the block? Currently, lots of people park on our street during the day so they can walk over to the school, which is fine with me.
- 5) What problem is this proposal intended to solve? Who will benefit from it, and who might lose options with this change?
- 6) What hours would be affected? Currently, guests visiting for dinner or later can park on the street until quite late, I think 2am. It would be disruptive if guests had to move their cars earlier.

Thank you.

Rachelle

--

Rachelle Palnick Tsachor
[REDACTED] Clarence Avenue
Oak Park, IL 60304

[REDACTED]

From: Paul Elsberg [REDACTED]
Sent: Friday, July 8, 2022 4:15 PM
To: Transportation
Subject: Overnight on street permit parking

[REDACTED]

Good afternoon,

I received a letter just today informing me of a proposal to add overnight on-street permit parking for a street near my home ([REDACTED] S. Euclid Ave.). The letter doesn't say where specifically that permit parking would be. Are you able to provide this information so that we can access the proposal?

The letter also requires comments on the agenda item be received by noon today to be included in the agenda; however, because the letter just arrived today, there is no opportunity to have comments included on the agenda.

Thank you for your consideration.

Paul Elsberg
[REDACTED]
[REDACTED] S. Euclid Ave.

[REDACTED]

From: Jen Browning [REDACTED]
Sent: Friday, July 8, 2022 4:18 PM
To: Transportation
Subject: No overnight parking

[REDACTED]

This letter is to let you know that I am opposed to having overnight permit parking on Clarence Avenue.

Jennifer Browning
[REDACTED] Clarence Avenue

[REDACTED]

From: Daniel Cornell [REDACTED]
Sent: Friday, July 8, 2022 4:25 PM
To: Transportation
Subject: Overnight permit parking Clarence Ave

[REDACTED]

To whom it may concern.

I am opposed to changing Clarence Ave into an overnight parking permitted zone.

Daniel Cornell
[REDACTED] Clarence Ave
Oak Park, IL 60304

[REDACTED]

[REDACTED]

From: Allan Bernstein [REDACTED]
Sent: Saturday, July 9, 2022 11:30 AM
To: Transportation
Subject: Overnight On-Street Permit Parking

[REDACTED]

Dear Transportation Committee;

I received your letter soliciting comments. Unfortunately your letter did not arrive until after the deadline for submitting comments in writing. In principal I have no serious objections to on-street permit parking as long as it is in a clearly designated area and be open for public parking at least from 8:00 AM to 8:00 PM. I do think it will cause problems both during the fall for leaf removal and winter for snow removal. People parking on the narrow side-streets in the area caused significant problems with leaf removal last fall and snow removal last winter often leaving a single single lane for two way traffic and inadequate delivery of village removal services. They ignored snow parking rules and were ignorant of leaf removal. There should be a clear plan in place to deal with this issue otherwise we are trapped on our cul-de-sac streets.

Allan Bernstein
[REDACTED] N. Humphrey Ave
Oak Park, IL 60302
[REDACTED]

[REDACTED]

From: Allan Bernstein [REDACTED]
Sent: Saturday, July 9, 2022 4:14 PM
To: VOP Board; VOP Village
Cc: Transportation
Subject: Transportation Committee

[REDACTED]

I am rather perturbed at the conduct of the transportation committee as are a number of my neighbors. A letter was sent from the Transportation committee giving us until noon Friday Jul 8 to respond and submit comments to a proposal to allow permit parking on a block near our homes. The letter was postmarked July 5 and we received it well after noon on Friday. In my case it was about 3:00PM. Not only did this not give us a real opportunity to respond, it doesn't say where the proposed permit parking would be, what hours, how the village will deal with issue caused by this permit parking, why there is the sudden need to make this change (I've been living in my house for 43 years and this hasn't been an issue, how will the issues of street cleaning, leaf removal, snow removal, and how night time security will be dealt with by the village. If it is proposed to introduce night permit parking on the 500 block of North Humphrey Ave I am definitely opposed to this action. This was simply not the way to solicit comments and the full and thoughtful consideration by the property owners on the block. This smacks of someone trying to slip through a proposal while nobody is looking. Rather a lot like Mayor Daley and Meigs Field. How about proper consideration for the property owners who have a real stake in the quality of life here!

Allan Bernstein
[REDACTED] N. Humphrey Ave
Oak Park, IL 60302
[REDACTED]

[REDACTED]

From: Rhoda Bernstein [REDACTED]
Sent: Saturday, July 9, 2022 4:15 PM
To: Transportation
Subject: re:500 block N. Humphrey parking permits

[REDACTED]

I don't have a problem with this as long as:

- The passes are for overnight parking only, as 500 block residents need to be able to still pull up to our houses as most houses on the block do not have driveways-- might suggest something along the lines of a pass for night parking only 9PM-8AM (?)
- Also, there still needs to be a way for our overnight guests to have overnight passes for parking in front of houses overnight on occasion

Thank you.

Rhoda Bernstein
[REDACTED] N. Humphrey

P.S. While I have you here I would like to see rumble strips on the E-W alley between Humphrey and Taylor, and part of the solution for the Chicago-Taylor crime magnet gas station in addition to taking away the entry from Taylor, might be to brick up the 500 block of north Taylor. For one thing 500 Humphrey is bricked so I know it is near impossible to drive fast on a bricked street unless you want kidney damage. And for another it beautifies the block, which needs it.

[REDACTED]

From: Carla Burdock [REDACTED]
Sent: Sunday, July 10, 2022 3:36 PM
To: Transportation
Subject: Transportation Commision

[REDACTED]

I would like to start out this correspondence with my disappointment and concern about how I have received notice inviting my comments for the meeting of the Transportation Commission scheduled for July 12th. I received a letter written on July 5th (a Tuesday) that was post marked July 6th and received by me on July 8th (Friday). My comments were to be made by Friday July 8th at noon to be included in the agenda. If public comment is truly encouraged this is a ridiculously unreasonable time frame for comment. The letter indicates that my "address is adjacent to or near a street frontage on which the Village is considering adding overnight on-street permit parking." Nowhere in the letter does it indicate by street name exactly that would affect. I live on the corner of Oak Park and Harvard at which there is a traffic light. I do not know if Oak Park Ave in front of my house already allows on-street parking permits or that is what this letter is in reference about. If Oak Park already allows on-street parking permits and this is indicating contemplating the same on Harvard, as a long time home owner I am in strong opposition to this recommendation. If on-street parking permits are currently allowed on Oak Park avenue then I would not see the need to increase on-street parking to Harvard as well and be surrounded by on-street parking. I know that parking along Oak Park Ave is not full and there are many available slots. Parking overnight on Harvard has always interfered with leaf removal in the fall and snow removal in the winter. With the traffic light at the corner that becomes a particular problem when people are parked on both sides of Harvard. Most of the people looking for parking are coming from the apartment to the north of my house and the apartments to the south of my house. That all being said I am not even sure if Harvard is the street being referenced. I went onto the web site to try and decipher from the last meeting minutes what was being discussed. Unfortunately your meeting minute references to maps not included with blue and yellow boundaries was not much help.

[REDACTED]

From: Josh Hinterlong [REDACTED]
Sent: Sunday, July 10, 2022 3:37 PM
To: Transportation
Subject: 700 Block of Clarence Overnight Parking

[REDACTED]

Hello,

My name is Josh Hinterlong and I live at [REDACTED] Clarence Avenue in Oak Park. I just learned from my neighbors that some of them received a letter in the mail informing them that the transportation department is considering making our street a permitted overnight parking zone. My household did not receive a letter, which is a bit disturbing in its own right, however we (my wife and I) have a lot of questions and concerns with this proposed plan.

- 1) What advantages or disadvantages the new permit system would create for residents and their visitors?
- 2) Who is eligible for the overnight permits? Is it only residents of the block or can anyone get a permit to park on our street?
- 2) Do the overnight permits cost money to residents of the block?
- 3) Would we still be allowed to request free overnight parking for guests on occasion and what hour will the permits be in effect?
- 4) What problem is this proposal intended to solve? Who will benefit from it, and who might lose options with this change?

On top of these questions, we are extremely concerned that increased street parking on our block will lead to more vehicle traffic (there are 20+ children that play on the block daily) and an inevitable uptick in crime, as parked cars in Oak Park are prime targets for thieves and that could bleed over into property theft at resident's homes as well.

I ask that you please consider our questions and concerns before you make any decision and understand that, as is, the majority of property owners on the block are against making our block a permitted overnight parking zone.

Regards,
Josh Hinterlong
[REDACTED] Clarence Ave
[REDACTED]

[REDACTED]

From: Maura Clevenger [REDACTED]
Sent: Sunday, July 10, 2022 4:39 PM
To: Transportation
Subject: overnight parking on Oak Park Ave

[REDACTED]

Hello,

I wanted to comment on the proposed addition of overnight parking on Oak Park Ave. I live at [REDACTED] S Oak Park Ave and I do not have a car, but was planning on buying one next spring.

Tenants say that parking is crowded late at night, and are concerned about walking extra blocks. I don't have any experience with parking myself, but I want to make sure there are enough spaces in front of our building for all of our tenants at all hours of the night.

Thanks
Maura Clevenger

[REDACTED]

From: Jay Rowell [REDACTED]
Sent: Monday, July 11, 2022 10:08 PM
To: Transportation
Subject: adding overnight permit parking on 300 S. Harvey

[REDACTED]

Hi there-

I got a notice in our mailbox today - Monday - about a public hearing Tuesday night to add overnight street permit parking on 300 S. Harvey.

As I understand it, we currently have overnight guest passes and overnight parking for apartments in the area. Not understanding what the additional overnight street parking is for? Can you let me know? Also, who requested this so I can find out what the issue is?

Our block already is 3/4 of it full with cars at night so without information on why, I would respectfully oppose adding more permit parking.

Thanks,

Jay Rowell
[REDACTED] S. Harvey
[REDACTED]

[REDACTED]

From: N Z [REDACTED]
Sent: Monday, July 11, 2022 10:45 AM
To: Transportation; [REDACTED]
Subject: Proposed Parking Permits

[REDACTED]

Hello,

We live on the 700 block of N. Humphrey. It is a quiet street where residents can enjoy riding their bikes and sometimes even playing catch in the street because the street is not clogged with on-street parking. Bumper to bumper parking creates an unfriendly block where visibility is an issue and more cars are coming and going, creating hazards and unsafe conditions.

We have already had issues with neighbors who park their cars (we counted up to 5 in their household) on the block without permits. They have received numerous tickets, rightly so, as they have caused numerous noise/litter issues. They also do not move their cars often which obstruct snow plows, creating hazardous conditions, and street sweepers. The more cars there are on the street the less likely the road will be maintained, as needed.

Would the proposed permitting be available to residents that do not live on our block? Would it be limited to the number of permits per household? We can see the need to allow some permits for block residents who may have an extra car (eg, for a new driver in the household) but believe that the current restrictions should remain.

Thank you,

Melissa and Neil Zammit

[REDACTED]

From: Amy Pokras [REDACTED]
Sent: Monday, July 11, 2022 11:17 AM
To: Transportation
Subject: Proposed Permit Parking On Harvard St. between Humphrey Ave and the alley east of Humphrey

[REDACTED]

Dear Transportation Commission,

I am writing in support of the proposed permit parking on Harvard St. between Humphrey Ave and the alley east of Humphrey. We have lived at [REDACTED] S. Humphrey Ave. for nearly 24 years, and the apartment residents on Harvard and Austin in the area have always struggled to find parking. They currently have seek parking passes nightly for those spaces. Otherwise, they face getting tickets for parking their vehicles. Making this area permit parking will alleviate that burden and will help them avoid ongoing ticketing issues.

Further, I believe adding additional permit only spaces west of Humphrey Ave on Harvard would help tremendously. The spaces being discussed currently can only accomodate 7 cars, which is insufficient for that large an apartment block.

Best regards,

Amy Pokras

[REDACTED]

From: [REDACTED]
Sent: Monday, July 11, 2022 11:36 AM
To: Transportation
Subject: Comments for the July 12 Transportation Commission Meeting

[REDACTED]

Good morning,

We have reviewed the proposed changes to permit parking in our neighborhood. We would prefer the south side of the 600 block of Randolph to remain without overnight permit parking in order to facilitate our evening events and activities. Please advise if this is a possibility. Thank you for your consideration.

[REDACTED] Kimberly Adami-Hasegawa
(she/her)
Office Administrator
Good Shepherd Lutheran Church, Oak Park
[REDACTED]

[REDACTED]

From: ANNETTE ROSENQUIST [REDACTED]
Sent: Monday, July 11, 2022 11:40 AM
To: Transportation
Subject: Response to Overnight On-Street Permit Parking - For July 12, 2022 Meeting Agenda
Attachments: Rosenquist response 7-11-22 comments - overnight parking.docx

[REDACTED]

Transportation Comission:
Attached are our comments regarding "Overnight On-Street Permit Parking".
Sincerely;
Annette and Bill Rosenquist
800 Block of Scoville Ave.

[REDACTED]

To: Oak Park Transportation Commission

Re: Overnight On-Street Permit Parking

This is in response to the Village of Oak Park's July 5th, 2022 letter received at our house on Friday afternoon July 8th via USPS mail delivery. Thus, rendering it impossible to respond by Noon on Friday July 8th as stated in the letter.

- We have lived on the 800 block of Scoville in OP for over 40 years and love the residential feel and not having to see bumper to bumper cars parked for days in front of our house.
- Years ago, OP eliminated overnight parking for safety reasons, making streets at night more visible for police patrols.
- In the last year and a half we have seen a large increase in crime in our area which is near rapid transit stops, more cars parked at night will make more hiding places and less visibility for police patrols.
- Questions on overnight parking restrictions:
 - We have had cars parked in front of our house without being moved for a week at a time, how would this be monitored?
 - How would street cleaning and snow plowing be done? Our street is narrow and allowing overnight parking would greatly hinder snow plowing. Due to commuter parking, many times snow plowing has been prevented.
 - For overnight parking, what is the set time in the morning that the cars have to be moved.
- Currently we have multiple cars parked daily for people who commute to work and schools downtown. Allowing overnight parking would mean cars parked in front of our houses almost around the clock. Leaving virtually no parking available to homeowners to park their own cars and unload groceries, have contractors, and for owner overnight guests.
 - Daytime commuters often block service sidewalks, leaving it difficult for the elderly to readily access their house, or mothers with young children.
 - These commuters have even blocked driveways.
 - Some even clean their cars out and leave their trash in the street.
- Our block is close to a grade school and we get a lot of traffic that bypasses East Ave and uses Scoville, a street which is taxed with daytime parking. Often times cars are traveling fast, and our block has many young children.

July 11, 2022

To: Oak Park Transportation Commission

Re: Overnight On-Street Permit Parking

- Our block needs a break from all day commuter - at no cost - parking. And then have the added burden of overnight parked cars.
- Why isn't the village looking for more parking garages to accomplish this increase in cars.
- There has been no plan submitted, defining the regulations and enforcement. Will there be additional patrol cars for safety?
- What is driving the need for these overnight parking spaces? Is OP over building apartment/condos without specifying that the new buildings provide their own parking?
- What are the priorities, village income via permits versus residential security? Our house taxes are already very high and now the village is trying to allow others to use the space in front of our houses that are needed for unloading items into the house, family visitors, contractors.
- How will this impact the emergency response (fire department, ambulances) teams? Have they been informed?

Submitted by:

Annette and Bill Rosenquist
[REDACTED] S. Scoville
Oak Park, IL 60304

[REDACTED]

From: Tara Pappalardo [REDACTED]
Sent: Monday, July 11, 2022 11:53 AM
To: Transportation
Subject: Overnight street parking

[REDACTED]

We are located at [REDACTED] N. Humphrey and are against overnight street parking for several reasons;

- because of the narrow streets, with vehicles parked on the streets at all hours it will be difficult if not impossible for residents to back in and out of their driveways.
- emergency personnel won't be able to get in and out with cars parked along the narrow streets
- flow of traffic will become even more congested especially with delivery vehicles and other large vehicles needing access
- snow plowing will be disrupted if cars don't move
- garbage pickup will be disrupted if cars don't move

We ask that Oak Park does NOT approve overnight on-street permit parking.

Tara Pappalardo

[REDACTED]

[REDACTED]

From: Sara Caswell [REDACTED]
Sent: Monday, July 11, 2022 12:00 PM
To: Transportation
Subject: COMMENT TO BE READ AT MEETING 7/12/2022

[REDACTED]

Please read my comment below aloud. Please note that I did not receive a letter from the Village regarding this considered change in street parking in my neighborhood. I only found out after the information was shared by a neighbor.

My name is Sara Caswell I live at [REDACTED] Iowa St. As a 43 year resident living directly across from an apartment building I am concerned from a safety standpoint and admittedly I am also concerned over my property values if the village makes a change in overnight parking. I was willing to move into this area knowing that Oak Park did not allow overnight parking. Until recently I've always felt reasonably safe driving and living in this area, but now with so many cars parked around the corner of Humphrey and Iowa and directly in front of my house I no longer feel safe. There has been no new construction and no added properties, so I don't understand why there is a sudden need for people to park overnight on the street. Right now, the same car has been parked in front of my house for at least 5 days and nights without being moved. Getting out of my driveway becomes problematic with the number of cars now parked on the street. I don't even want to think about snow removal and the problems there. Please consider current residents and do not allow overnight parking on a regular basis. Living across from an apartment building is a challenge as it is, please don't compound the problems residents living adjacent to apartments encounter by creating further overnight parking in this area.

Thank you.
Sara Caswell

[REDACTED]

From: kim habel [REDACTED]
Sent: Monday, July 11, 2022 12:49 PM
To: Transportation
Subject: Letter regarding Overnight On-street parking
Attachments: Letter to Village of Oak Park.docx

[REDACTED]

To Village of Oak Park,

Given the nature of this change, I propose a posted sign in the neighborhood. Please defer decision until all residents are given ample opportunity to respond. As 33 year residents on 600 block of North Humphrey, the number of multi- family dwellings has not changed. If the units have not increased we see no reason for a change in parking. Cars lead to opportunity for crime. Please do not turn our charming Oak Park neighborhood into the congested streets of Chicago. Crowded streets are dangerous to navigate in both snow and summer. What will happen in winter? We already have uneven plowed streets, because of illegally parked cars. Will we have chairs/ ironing boards in the street to reserve parking? No thank you. Also, when street parking is not allowed, we can discern an unusual suspicious car. Please preserve the beauty and quiet.

Warmly,
Dr. Kim Habel

[REDACTED]

From: david cella [REDACTED]
Sent: Monday, July 11, 2022 1:12 PM
To: Transportation
Subject: Overnight on street parking

[REDACTED]

I am requesting no overnight parking. After reading the monthly newsletter, I see I need to protect my car from catalytic converter theft, and more cars mean more crime. You are adding stress to an over stressed area. I have lived in the neighborhood for over 30 years and would appreciate that more cars are not parked in the snow on an already, crowded street. People leave their cars during snow removal all the time, I believe it would become a police nuisance. I call police when unattended cars are parked for more than 2 days which does happen in winter. Plus, I believe it will devalue my home.

David Cella

[REDACTED]

[REDACTED]

From: Tom Powers [REDACTED]
Sent: Monday, July 11, 2022 2:35 PM
To: Transportation
Subject: Public comment for July 12th Recommended Revisions to the Existing Overnight On-Street Permit Zone

[REDACTED]

First I would like to thank you for your service on the Oak Park Transportation Committee and the work you all are doing to tackle the difficult parking situation in Oak Park. I do believe that there is a parking problem in Oak Park and the multi-family units are faced with an inequitable situation. I have become friends with my neighbors in multi-unit buildings and respect their plight of there not being enough overnight parking space capacity for them. However I think the current proposal goes too far in terms of lifting overnight parking restrictions and places an unfair burden on a limited number of single family homes (SFH) adjacent to multi-family buildings.

I also think it is noteworthy to point out that we received notice of the July 12th meeting in our July 8th mail which usually arrives around 4:30pm, this was after the deadline for comments to be included in the agenda packet. The letter was postmarked July 6th so it is not a surprise the notice arrived past that deadline. I do not feel this is a transparent or efficient government notice. The notice did not give the neighborhood any chance to give the commissioner ideas to contemplate before the meeting. Finally this is a popular vacation time of the year, for instance at our block party this past weekend only half the neighbors attended. I think a public notice of more than 4 days would be appropriate for this important issue. As such I think a final vote on the Recommended Revisions to the Existing Overnight On-Street Permit Zone should be tabled until it can be made sure that residents have had an appropriate amount of time to comment and the commission has had sufficient time to review and consider all concerns.

My questions and concerns with overnight program are as follows:

- 1) Can a SFH resident or homeowner still request an overnight temporary parking permit pass? Will I be required to purchase an annual overnight permit whereas before I did not have to? Can existing homes be grandfathered in?
- 2) For Zone Y7, by just increasing the on-street capacity on the 200-300 S. Lombard and 300 S Harvey those streets are having to shoulder an undue burden. Why are Cuyler Ave and Taylor Avenue ignored? Those streets also are adjacent to high density multi-family.
- 3) When does ticketing enforcement start, I assume it varies by zone, but let's say the overnight zone starts at 10 pm. Will our babysitter get a ticket if we are late coming home from dinner? If we have a family party will our guests start getting ticketed starting at 10pm? While perhaps trivial in some eyes that is a significant loss of benefits to the adjacent homes.
- 4) Why was zone Y8 ignored? It appears there is a high demand at the corner of Lombard and Washington on the edge of Zone Y8. Capacity should be added in Zone Y8 also.
- 5) 300 S Lombard is a graveyard for driver side mirrors, I am not sure you are doing anyone favors by allowing them to park overnight there. This street is too narrow for parking on both sides, so I am glad that is not being proposed.
- 6) I agree with the concept of having to live in a zone to get a permit in a zone, but it appears the zones should be combined and made larger to allow flexibility. Zone Y7/Y8 is a perfect example of zones that should be combined. If you are going to do something, do it right.
- 7) The overnight permit parking would allow cars to remain parked for up to 1 week until moved for street cleaning. This also means that in the winter, when there is no street cleaning, cars could remain parked for much longer. The residential SFH frontages will receive a much lower standard of service as a result.

- 8) Other than the street sweeping days, the movement of cars will be very hard to enforce by the police department. In my experience living on a street adjacent to multi-family residential, the police struggle to properly regulate overnight parking already. We already see cars parked for extended periods of time on SFH blocks, fortunately there are only a few offenders because currently this is a fineable offense. My fear is after this program rolls out the street will become permanently parked up. I understand this comes across as a privileged comment, but the way only certain blocks are made to carry the load is inequitable.
- 9) Faced with difficult enforcement and the potential for cars to remain for extended periods of time, it appears inevitable that many SFH neighborhoods adjacent to large multi unit buildings will become Chicago-like with parked up residential streets being the norm. I highly doubt that potential SFH buyers will find this situation attractive and the associated home values will suffer. Unfortunately our neighborhood does not have the proximity to downtown Oak Park that protects the desirability of the neighborhood that was used for the pilot study.
- 10) My assumption is the change in parking regulations will not affect the ability to have block parties. It would be a major loss for our block and others to lose the ability to have that community building event. If this came to fruition, this would probably have the worst potential impact of this change.

I have pointed out some problems, let me offer solutions:

- 1) Increase the overnight on-street parking capacity on streets that do not have a majority of single family home frontages instead of blocks that are primarily SFH frontages. Most of the east-west streets in town are corner lots without a frontage. This is where the new on-street overnight zones should be placed. For instance in zones Y7 and Y8 instead of putting almost all the new parking on primarily SFH residential frontage streets of Lombard and Harvey, add the parking on Randolph and Pleasant which are nearby streets without residential frontages. These streets are also very wide. While Randolph is signed for school employee parking already, in 10+ years I have never actually seen any staff from Julian park there. It should be noted the East west streets are not eligible for Block parties either.
- 2) Instead of just increasing the on-street capacity on the 200-300 S. Lombard and 300 S Harvey, spread the load around. If you insist on adding on-street overnight parking permit capacity on a block with primarily residential SFH frontages, 300 S. Cuyler and 300 S. Taylor should be included to allow flexibility for the multi-family tenants and to spread out the on-street parking density. 300 S Harvey really has to pay a heavy price with both sides of that entire block being converted.

I ask you to think long and hard about the overnight program as proposed. We do not want to create residential neighborhoods with a dense Chicago feel as it would destroy the character of our Oak Park Neighborhood. The impact to home values will also negatively affect the quality of the neighborhood. Further it is inequitable to senior citizens with mobility issues and to families with small children if they can no longer park close to the front of their own homes. The overnight parking program as proposed currently overcorrects and creates these equity problems on the few blocks with SFH Residential frontages as currently proposed.

I apologize for the length of these comments but had I received timely notice this wouldn't be necessary to read aloud. Thanks again for considering my comments and thank you for your service on this committee. I again ask that the issue is temporarily tabled so that my comments and those of others can be properly considered.

[REDACTED]

From: Jacquie Wallner [REDACTED]
Sent: Monday, July 11, 2022 3:14 PM
To: Transportation
Subject: Comment regarding proposed expansion of Y7 permit parking

[REDACTED]

Hello,

My name is Jacquie Wallner and I am a resident of [REDACTED] S Lombard. I have two parking spaces on my private property that I rent out to residents on Washington and Lombard. Although expanding Y7 parking decreases my competitive advantage as a landlord, and would likely decrease the overnight parking availability on my street, I am writing to express support for the proposed expansion of the geographical boundaries of Y7 permit parking.

As a whole, Oak Park's parking regulations favor privileged, majority white, upper-class homeowners. I don't think this proposal is the perfect solution, let alone the most equitable option. But it's a step in the right direction. Right now, Y7 permit holders have to cram into an extremely limited amount of space, which creates block-by-block crowding, creating entire blocks of Mario Kart-esque games of "chicken." These blocks are worst on northbound and southbound streets where people are trying to access Pete's grocery store and Lake street from South Oak Park. Although this proposal would result in more cars parked on my block, the new Pete's coming to Madison street will divert the traffic on Lombard from grocery shoppers. Last, I feel this is an easy step toward equity in our village, and if residents such as myself are willing to take on more cars on their block, and lower their competitive advantage of private their private parking spaces, then this proposal should absolutely be adopted.

Most sincerely,
Jacquie Wallner

[REDACTED]

From: Becky Dunlavey [REDACTED]
Sent: Monday, July 11, 2022 3:50 PM
To: Transportation
Subject: Overnight parking discussion on 7/12/22 for 700 S. Euclid

[REDACTED]

Dear Parking Services:

I am a long time home owner on the 700 block of South Euclid, for more than 40 years. When we first moved in, we used the village parking at Fifth/Third bank, located one block south at about 840 South Euclid. I believe this remains an option for people with more cars than parking spaces.

During our time here, we have noticed the problems incurred by on street parking, as this is allowed on the block to our south, 800 South Euclid. Both snow plowing and street sweeping are negatively impacted by having vehicles parked on the street. Our block does not have any apartments, and only two multi-family houses. There does not appear to be any need for street parking, particularly since the Village has a lot one block away. This does not appear to be full, and could be a resource for extra vehicles.

I believe that on-street parking is not needed for our block and will impede important street services. Thank you,

R. Dunlavey

[REDACTED]

From: Stuart Edwards [REDACTED]
Sent: Monday, July 11, 2022 7:01 PM
To: Transportation
Subject: Why make my quiet residential block an overnite permit area. Turn all those empty bank parking lots into 8 to 8 permit lots. !!!!

[REDACTED]

[REDACTED]

[REDACTED]

From: Jim Price [REDACTED]
Sent: Tuesday, July 12, 2022 9:10 AM
To: Transportation
Cc: [REDACTED]
Subject: Overnight Street Parking on the 300 SOUTH BLOCK OF HARVEY AVE

[REDACTED]

I VEHEMENTLY OPPOSE OVERNIGHT STREET PERMIT PARKING ON THE 300 SOUTH BLOCK OF HARVEY AVE!

It is very likely to increase opportunities for crime. It is a great inconvenience for residents of the block and their guests. It will likely DECREASE property values. It will make already inadequate street cleaning and snow removal all but impossible. It will be a blight to the block, turning it into just another Chicago-like block akin to under represented residential streets there.

Instead of foisting the problems of inadequate parking in Oak Park on residential streets with single-family dwellings, I suggest that new construction of multi-occupant apartment and condo buildings be required, BEFORE building permits are issued, to provide ADEQUATE parking spaces in those buildings for the number of ANTICIPATED VEHICLES of renters/buyers.

Thank you for your serious consideration!
Jim Price

Jim Price
[REDACTED] South Harvey Avenue
Oak Park, IL 60302 USA

[REDACTED]

Life can only be understood backwards, but it must be lived forwards. Kierkegaard

[REDACTED]

From: Clerk Waters
Sent: Tuesday, July 12, 2022 11:16 AM
To: Lori Browder
Cc: Lori; Public Comment; Juliano, Jill
Subject: RE: Public Comments for Transportation Commission Meeting tonight

Good morning Lori,

Thank you for submitting your public comment for the Transportation Commission meeting. I included Jill Juliano, staff liaison to the Transportation Commission so she receives your public comment.

Thanks again,

Christina M. Waters
Village Clerk – Primary FOIA Officer | Village Clerk's Office

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Lori Browder [REDACTED]
Sent: Tuesday, July 12, 2022 10:44 AM
To: Public Comment <PublicComment@oak-park.us>
Cc: [REDACTED]
Subject: Public Comments for Transportation Commission Meeting tonight

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

Hello, emails are bouncing back from transportation@oak-park.us. I spoke with the Village IT services and they suggested I sent my public comments here and you could forward to the Transportation commission.

To Transportation Commission,

I was made aware that there is a proposal to add overnight parking to 300 S. Harvey block via mailed letter received yesterday on July 11. I am against the overnight parking because it will increase the amount of cars on the block preventing adequate snow removal and street cleaning, and it will raise noise levels at night. Prior to our block receiving parking restrictions from 8-10 am, cars would park on 300 S. Harvey and rarely move. There was increased trash, street cleaners could not remove leaves, tree branches, and trash by the curb causing clogged drains that flooded the street during rain storms, and snow removal consisted of one path down the street creating mountains of snow by cars and inadequate snow removal in general.

As a resident on 300 S. Harvey, I would like the option to park on my own block as well. Prior to the 8-10 am parking ban, I rarely had the option to park on my own street due to parked car overcrowding.

Should the overnight parking take effect, I ask the Village to continue to enforce the 8-10 parking ban and increase street cleaning and snow removal allotted for our block. There must be a compromise to ensure the cleanliness of our block is supported.

Thank you,
Loretta Browder
[REDACTED] S. Harvey

Lori Browder | she/her/hers

[REDACTED]

From: Mark Bukalski [REDACTED]
Sent: Tuesday, July 12, 2022 11:35 AM
To: Transportation
Cc: [REDACTED]
Subject: Fwd: Overnight On-Street Parking
Attachments: Pages from 2022-07-12-transportation-commission-agenda_1.pdf

[REDACTED]

To the Transportation Commission:

As a homeowners in the On-Street Permit area Zone Z7, we would like to point out that Fillmore is not currently Zoned for permit parking. The Zone Z7 map, shows permit parking being added to the south side of Fillmore from Oak Park Ave to the alleys on the east and westside (our house and apartment building across street). This is overall seems very arbitrary; Lexington is existing permit parking on 3 of 4 sides, Harvard is not currently or planed to be permit parking, and Fillmore is having permit parking added to the south sides. This is odd as Harvard has two-flats, three-flats, townhouses, and apartments at the corners, while Fillmore has three single family homes and one apartment building (southwest corner).

We do not wish to have Fillmore added to Permit parking. We currently have on average 7-8 people parking overnight on Fillmore between Oak Park Ave & Euclid. These are likely people who should be parking in Zone Z7. Your summary shows that there are only 57 of 85 available Permits being issued. Why add parking spaces to the Zone?

We do not believe that expanding this parking is necessary. It would lead to even more cars parked on Fillmore. The single family homes facing Oak Park Avenue already have permit parking in the front of their homes, and it should not also be on the sides.

However, if additional permit areas are needed, why not add them around Euclid park, on the street side adjacent to the park, rather than in front of people's homes.

Thank You,

Mark & Carla Bukalski

[REDACTED]

From: Bonnie Edwalds [REDACTED]
Sent: Tuesday, July 12, 2022 11:50 AM
To: Transportation
Subject: Comments on 7/12 Transportation Commission Agenda Item: Overnight On-Street Permit Parking

[REDACTED]

Good morning,

I am writing to provide input on adding overnight on-street permit parking on the block of 300 S Harvey. I live at [REDACTED] S Harvey Ave. I am opposed to adding overnight on-street permit parking on this block for several reasons:

- it will impact the availability of parking for homeowners on the block, when occasional overnight parking is required;
- it will likely increase parking on the street during the day, making it difficult for homeowners to park on the street near their home;
- it will prevent thorough completion of street cleaning, leaf pickup and snow removal;
- it will likely increase trash on the street as people discard items walking from their car to their residence (this is from experience before the "no parking 8 - 10 am" was put in);
- it will increase noise on the street, disturbing homeowners when people are parking on the street late at night (also from experience when more cars were parking on the street overnight);
- it will decrease the value of our homes as a result of the reasons stated above. People buying houses in Oak Park are well aware of the overnight on-street parking ban. It's considered a plus for many.

Thank you for your consideration.

Bonnie Edwalds

[REDACTED]

From: [REDACTED]
Sent: Tuesday, July 12, 2022 4:18 PM
To: Transportation
Subject: Overnight On-Street Permit Parking

[REDACTED]

To: Transportation Commission
Re: July 12, 2022 Agenda - Overnight Parking (Y7) South Lombard Avenue

Comment/Question:

It is rather disturbing to just recently receive notification that the blocks in Y7 are being considered for overnight on-street parking, but I can only address concerns related to my location - 300 South Lombard block. We already have a tremendous amount of traffic moving both north and south, at various times during the day and weekends. It is difficult to imagine the stress to the block, if overnight on-street permit parking is now also allowed.

1. Is it correct to assume that if overnight on-street is allowed, overnight guests(family/friends) would have no access to street parking close to my house. It would appear that they would now have to find parking several blocks away from my residence. I am struggling to understand how this is reasonable.
Would we have to purchase a permit to ensure that our family/friends would have access to overnight parking close to us? Does this mean that alleys would now become the next point of congestion, from homeowners trying to accommodate visitors?

2. I am not sure I understand what changes, if any, are being recommended for daytime parking. I am hoping that the discussion tonight will add clarity to the proposed recommendations in this regard as well.

Thank you for your consideration
Phyllis Walden
[REDACTED] S Lombard Ave

Village of Oak Park

Transportation Commission Agenda Item

Item Title: Review the Oak Park Bicycle Plan and Neighborhood Greenways System Study to Evaluate Opportunities to Create Additional Dedicated or Protected Bike Lanes (2022 Transportation Commission Work Plan Item)

Review Date: August 9, 2022

Prepared By: Jill Juliano

Abstract (briefly describe the item being reviewed):

The approved 2022 Transportation Commission Work Plan includes this item. See Exhibit 5a.1. This work plan item is scheduled to be completed by the 4th quarter of 2022.

The listed outcomes are:

1. Determine recommendations for locations for dedicated or protected bike lanes on streets.
2. Determine parking impacts from new bike lanes and recommendations on revised parking restrictions.
3. Develop 5-year implementation plan and budget.
4. Develop updated bike plan document for presentation to the Village Board.

For the 2nd outcome, once the commission has settled on a set of locations, staff will investigate potential parking impacts, possible parking restrictions, and provide the information to the commission for consideration.

Between the 2nd and 3rd outcomes, staff will be submitting the Commission's recommended list of bike lane locations to the Village Board. Staff wants to know if the Board has any concerns with the locations; and if so resolve them prior to working on the final two outcomes.

At tonight's meeting, the Transportation Commission will begin identifying possible locations to create additional dedicated or protected bike lanes in the Village.

Included in the agenda package are the following maps (Exhibit 5a.2):

- Bicycle Network map (source: Oak Park Bicycle Plan adopted on October 6, 2008)
- Neighborhood Greenways Network map (source: Neighborhood Greenways System Study & Bike Share Feasibility Study adopted on July 20, 2015)
- Intersection Typology – All (source: Neighborhood Greenways System Study & Bike Share Feasibility Study adopted on July 20, 2015)
- Right-of-Way & Pavement Width Map 1972 (source: VOP Engineering Division atlases)

Note: widths listed on the ROW & Pavement Width Map are face-of-curb to face-of-curb. Also, bike lanes are 5 feet wide.

Below are links to the source documents.

<https://www.oak-park.us/sites/default/files/public-works/bicycle-plan.pdf>

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

Staff Recommendation(s):

Review the maps, think about destinations, congestion and location of traffic control devices. Be prepared to discuss which roads may best offer room and are desirable for bicyclists to travel on.

Supporting Documentation Is Attached

Modified 2022 Work Plan for Transportation Commission

As Directed by the Village Board of Trustees on April 4, 2022

ENABLING LANGUAGE	PROJECT	OUTCOMES	TIME FRAME	COST (if any)
	Recommend processes to develop Vision Zero plan and elements that should be included in the plan.	<ul style="list-style-type: none"> Review pedestrian and bicycle crash data on a regular basis. Recommendations on how to and/or importance of community engagement in a Vision Zero plan. Establish inclusive and representative processes as well as measurable benchmarks to ensure equitable outcomes. Whether and how enforcement can best be utilized to achieve Vision Zero. 	To be determined based on staff availability (As directed by the Village Board at the November 11, 2021 Village Board meeting)	
	Review the Oak Park Bicycle Plan and Neighborhood Greenways System Study to evaluate opportunities to create additional dedicated or protected bike lanes	<ul style="list-style-type: none"> Determine recommendations for locations for dedicated or protected bike lanes on streets Determine parking impacts from new bike lanes and recommendations on revised parking restrictions Develop 5-year implementation plan and budget <p>Develop updated bike plan document for presenting to the Village Board</p>	Due by the 4th quarter of 2022.	
As directed by the Village Board at the April 4, 2022 Village Board meeting	Review of the Traffic Calming petition for the 500 and 600 Blocks of North Taylor and to Review this Petition Ahead of other Petitions due to Concerns Surrounding Crime in the Area	<ul style="list-style-type: none"> Review traffic data and input from residents to determine any recommendations for any traffic calming tools per the traffic calming toolbox 	Due by the 2nd quarter of 2022.	

Proposed Oak Park Bicycle Network



Oak Park Bicycle Plan | Proposed Bicycle Network

August 29, 2008



TYLIN INTERNATIONAL

Neighborhood Greenways Network Recommendations

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



Neighborhood Greenways Network

Home Ave. Overpass

Green Line Station

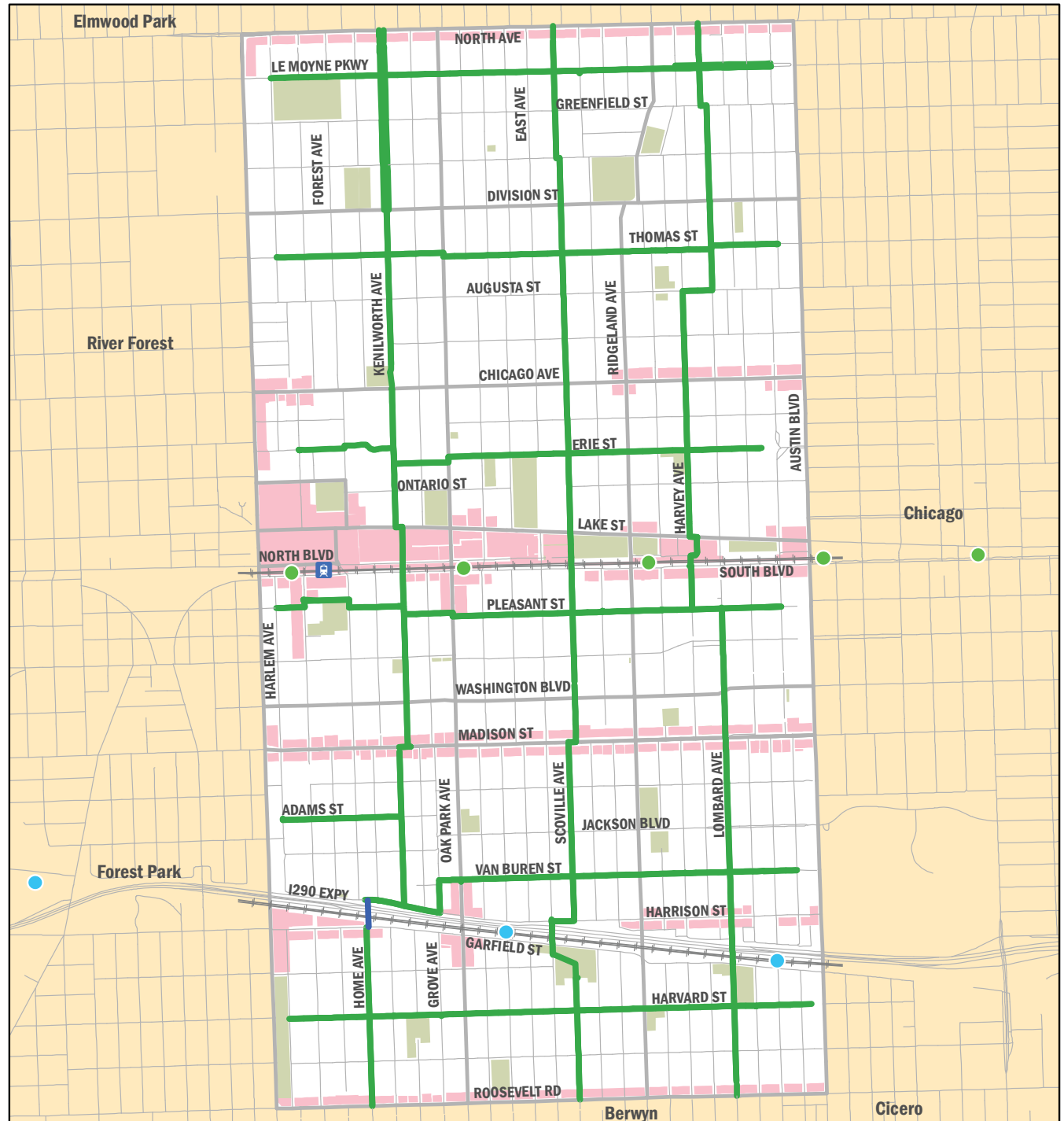
Blue Line Station

Business District

Park

Metra Station

0 0.25 0.5 1 Miles

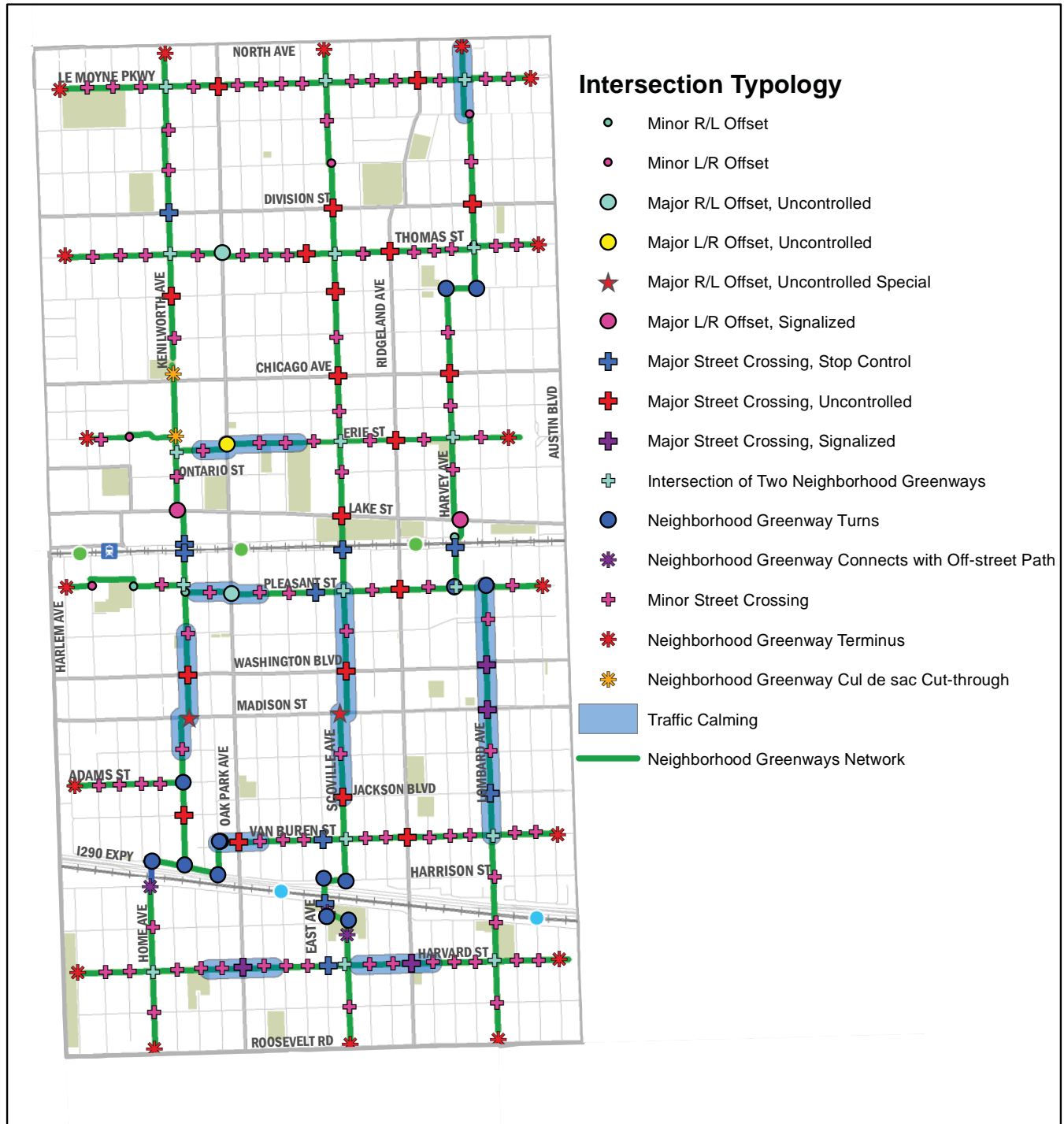


Intersection Typology - All

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

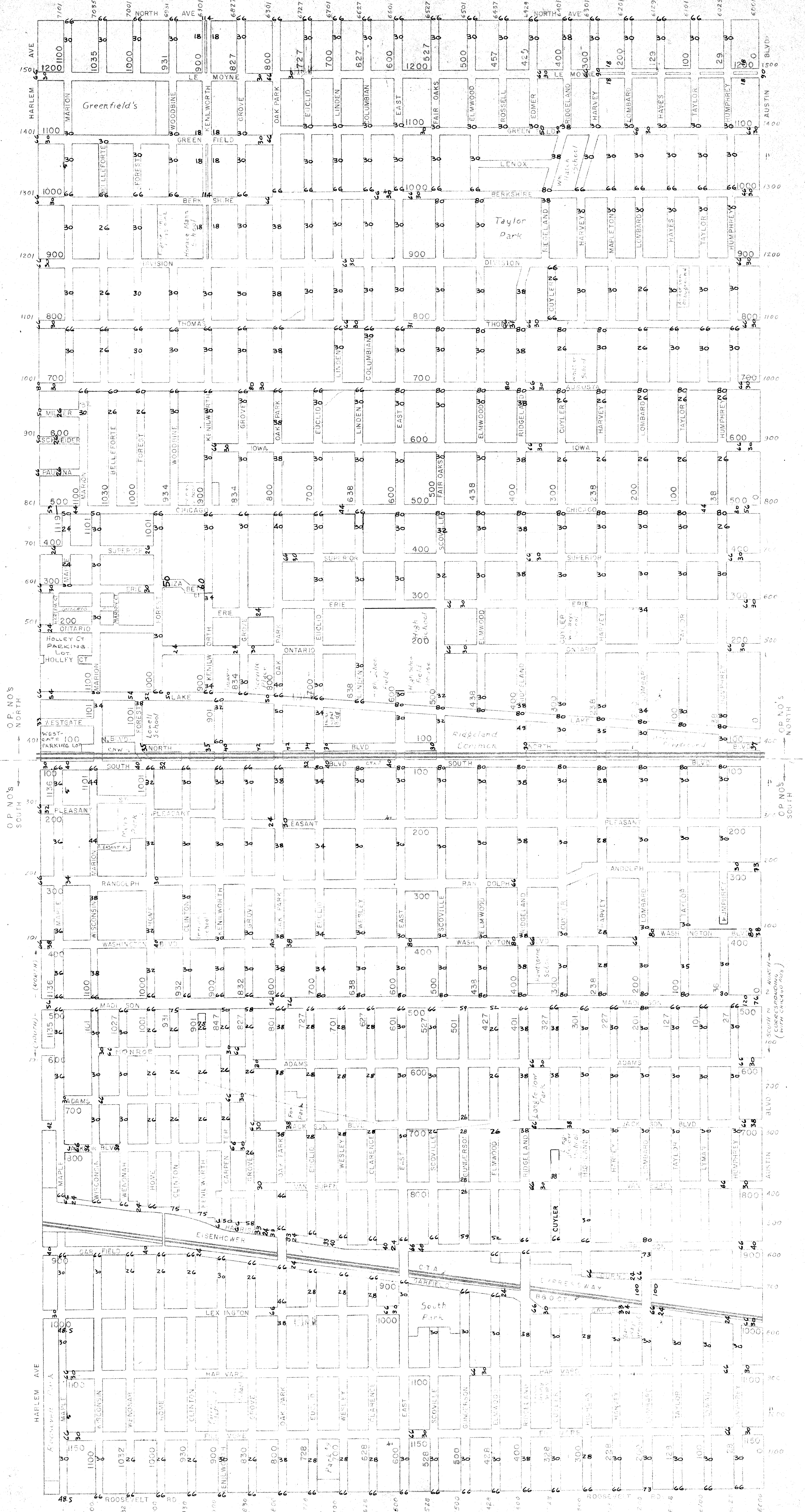


0 0.25 0.5 1
Miles



R.O.W. & PAVEMENT WIDTH

VILLAGE OF OAK PARK



Revised JAN. 1972

SMALL FIGURES ON AUSTIN BLVD., ROOSEVELT RD., NORTH & HARLEM AVES. PERTAIN TO THOSE FRONTAGES ONLY (CORRESPONDING WITH CHICAGO MAPS).
HEAVIER FIGURES ARE VILLAGE OF OAK PARK HOUSE NUMBERS.

LEGEND: 30 Larger Value is the R.O.W., smaller Value indicates Pavement width.