

**VILLAGE OF OAK PARK  
TRANSPORTATION COMMISSION MEETING  
MONDAY, JUNE 13, 2016 - 7:00 PM  
ROOM 101 - VILLAGE HALL**

**AGENDA**

1. Call to Order
2. Non-agenda Public Comment - up to 15 minutes
3. Agenda Approval
4. Approval of Draft Transportation Commission Meeting Minutes
  - 4.1 Draft May 23, 2016 Transportation Commission meeting minutes
5. FINAL REVIEW OF THE Y2, Y3, AND Y4 ZONES STUDY RECOMMENDATIONS AS DEVELOPED BY THE TRANSPORTATION COMMISSION AND INCORPORATED BY STAFF
  - 5.1 Staff Agenda Item Commentary
  - 5.2 Proposed Daytime Restriction Options
  - 5.3 Pros and Cons of Changing Daytime Restrictions Per Option
  - 5.4 Incorporated Draft Recommendations from the Commission and Staff
  - 5.5 Map of the Recommended Expanded Overnight Permit Parking Areas
6. Adjourn

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

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DRAFT Meeting Minutes  
Transportation Commission  
Monday, May 23, 2016  
Council Chambers – Village Hall

Call to Order and Roll Call

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

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

Excused: Craig Chesney

Staff: Mike Koperniak, Jill Juliano, Mary Avinger

There was no non-agenda public testimony.

Approval of Tonight's Meeting Agenda

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

Approval of the Draft April 28, 2016 Meeting Minutes

Commissioner Eichenberger motioned to approve the draft April 28, 2016, Transportation Commission meeting minutes and was seconded by Commissioner Patzloff. The motion was approved by a unanimous voice vote.

Approval of the Draft May 9, 2016 Meeting Minutes

Commissioner Eichenberger motioned to approve the draft May 9, 2016, Transportation Commission meeting minutes and was seconded by Commissioner Patzloff. The motion was approved by a unanimous voice vote

CONTINUED DEVELOPMENT OF A TRAFFIC CALMING TOOLBOX

Mike Koperniak gave a presentation that began by going over the recommendations from the previous meeting and stating that the Commission will be choosing a point system and how items will be scored by answering questions and reviewing criteria. Mike's presentation included a chart that showed examples of point assignment systems and criteria for eight communities across the country.

Chair Chalabian asked about the crash rate per million of entering vehicles for Oak Park. Mike Koperniak responded that staff does not have that information at the time

but that it can be generated from the Village's 1997-99 Village-wide study which was split into four sections.

Commissioner Stewart asked if information will include pedestrian and cyclist crashes. Jill Juliano responded that it will also be separated out.

Commissioner Eichenberger asked if score will be more if a child is involved. Jill Juliano responded that the Commission can choose the severity rate based on the situation.

Commissioner Patzloff asked about the difference between rates per miles versus vehicle. Mike Koperniak responded the information is based on street intersections versus street segments.

The discussion continued with the criteria chosen by the Commission during the last meeting: Bike Routes, Community Support, Crashes, Pedestrian Traffic Generators, Speed, and Traffic Volume. Additional criteria discussed as potential criteria factors included sight distance, cut-through traffic, non-local traffic, schools or playgrounds, and safe routes to school crossing the subject street.

The Commission decided on developing a standardized scoring system and that criteria should be scored so if there is no real problem, the petition won't meet a certain threshold. The discussion continued based on each point of criteria in regards to level of importance, weight of the score, and level of intensity and how to quantify it based on intensity of use.

The Commission decided on the following point system: Crashes (20), Speed (20), Traffic Volume (20), Pedestrian Traffic Generators (15), Community Support (15), and, Bike Routes/Non-Bike routes (10).

Chair Chalabian suggested the Commission use a couple of previous petitions as examples to see how they would have scored.

The Commission decided Vehicle Crashes will have a maximum 20 points. Chair Chalabian stated he likes the Centennial model but would like to extend the time to a 3 year period. Three crashes in a 3 year period (5 points), 6-12 correctable crashes in a 3 year period (10 points), and more than 15 in one year and any correctable crash involving injury to a pedestrian / cyclist (5 points).

The Commission also decided Vehicle Speed will have a maximum of 20 points. It was determined that vehicles at or below speed limit which is generally the 85% percentile would receive no points. Depending on the amount of speed over the posted speed limit would determine how many points are issued be it 5, 10, 15, or 20. The Commission also discussed issuing 4 points for every mph over the posted speed limit and 5 points for excessive speed.

Chair Chalabian would like to use the Centennial model as a base for Traffic Volume because it is easy to understand and could be customized to fit Oak Park.

The Commissioners looked at the June and July calendars and determined the next meeting would be on June 13<sup>th</sup> to discuss Y1, Y2, and Y3 zones and on June 27<sup>th</sup> to discuss revising the St. Catherine's Safety Plan and finalizing methodology. The Commission will take off the month July and will meet again in August.

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

The voice vote was unanimous to adjourn the meeting.

The meeting was adjourned at 8:38 PM.

Respectively submitted

*Mary Avinger*

Mary Avinger,  
Administrative Secretary

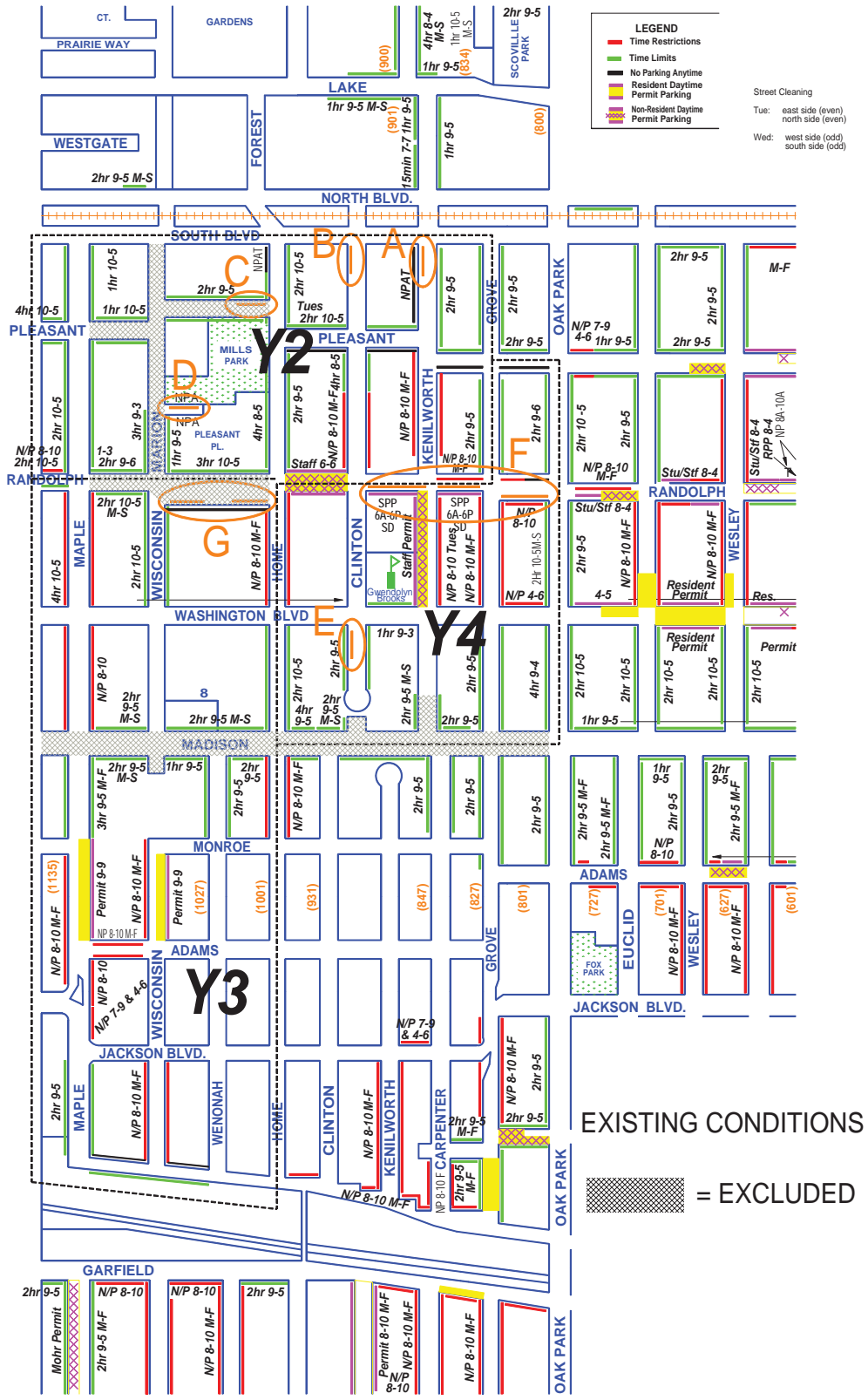
**Village Of Oak Park**  
**Transportation Commission Agenda Item**

<b>Item Title:</b>	<b>Final Review of the Y2, Y3, and Y4 Zones Study Recommendations as Developed by the Transportation Commission and Incorporated by Staff</b>
Review Date:	June 13, 2016
Prepared By:	Tina R. Brown, Parking Restrictions Coordinator
<p><b>Abstract (briefly describe the item being reviewed):</b></p> <p>At the Transportation Commission meeting on Monday, May 9, 2016, staff presented a recommendation to add an additional 75 overnight permit parking spaces at 7 locations within the Y2, Y3, and Y4 overnight permit parking zones. This recommendation was based on internal review, the Transportation Commissions' survey evaluations, as well as previous public input from residents and businesses. During the meeting, discussion ensued concerning the 2-hour daytime parking restriction being difficult to manage and enforce. As a result, staff agreed to provide options for standardizing time limitations within the subject zones at the next Transportation Commission meeting.</p> <p>The attached 4 maps describe the recommended options for establishing time limitations where daytime restrictions already exist in the study boundaries (see below). Please review these options for discussion at the upcoming June 13, 2016 Transportation Commission meeting. Also, included in this agenda material are the pros and cons of revising the daytime restrictions per option. This information is being provided to help the Commission identify the most viable and effective option to recommend to the Village Board of Trustees for approval. Lastly, please note that the blocks along business districts are excluded in order to maintain shared customer parking resources.</p> <p><u>Map Option #0</u> Existing conditions.</p> <p><u>Map Option #1</u> No Parking 8AM-10AM, Monday thru Friday on both sides of <u>north and south</u> streets and No Parking 10AM-12PM, Monday thru Friday on both sides of the <u>east and west</u> streets.</p> <p><u>Map Option #2</u> No Parking 8AM-10AM, Monday thru Friday on <u>west and south</u> sides of streets and No Parking 10AM-12PM, Monday thru Friday on <u>east and north</u> sides of street.</p> <p><u>Map Option #3</u> No Parking 8AM-10AM, Monday thru Friday on all streets.</p>	
<b>Staff Recommendation(s):</b>	N/A.

# Village of Oak Park



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## Parking Zones Y2, Y3, Y4 Daytime Parking Restrictions

This map is periodically updated. Therefore, follow the parking restrictions on the posted signs.

Revised on 06/13/2016

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# Village of Oak Park



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**LEGEND**

- Time Restrictions
- Time Limits
- No Parking Anytime
- Resident Daytime Permit Parking
- Non-Resident Daytime Permit Parking

Street Cleaning  
Tue: east side (even)  
north side (even)  
Wed: west side (odd)  
south side (odd)

**OPTION # 1:**

NO PARKING 8AM-10AM  
MONDAY-FRIDAY  
ON BOTH SIDES  
OF N-S STREETS

NO PARKING 10AM-12PM  
MONDAY-FRIDAY  
ON BOTH SIDES  
OF E-W STREETS

= EXCLUDED

## Parking Zones Y2, Y3, Y4 Daytime Parking Restrictions

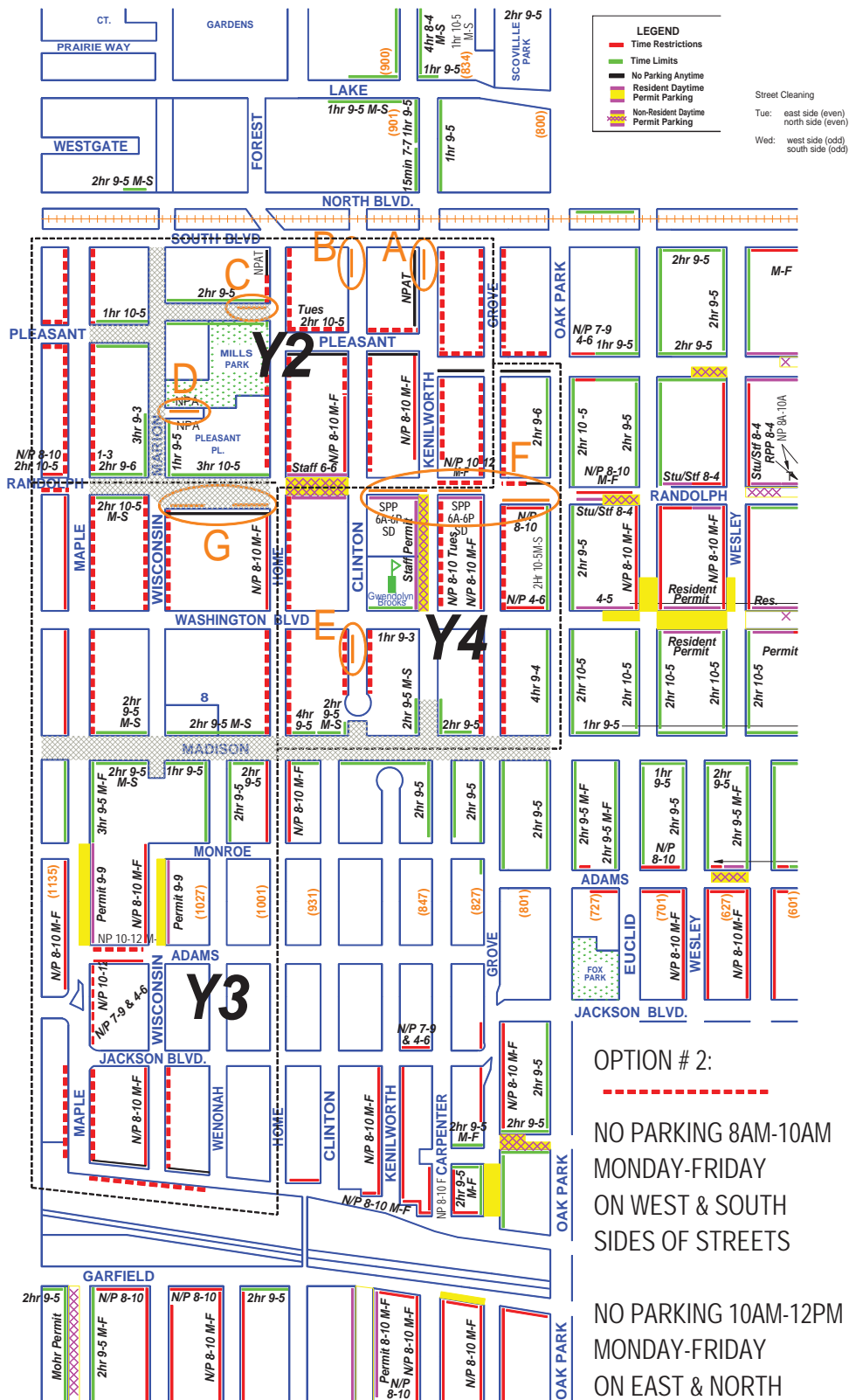
This map is periodically updated.  
Therefore, follow the parking restrictions  
on the posted signs.

Revised on 06/13/2016

# Village of Oak Park



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## Parking Zones Y2, Y3, Y4 Daytime Parking Restrictions

This map is periodically updated. Therefore, follow the parking restrictions on the posted signs.

Revised on 06/13/2016

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## Consideration of daytime restrictions in Y2 & Y3 & Y4 area

### Option 1:

“No Parking 8am-10am Monday-Friday” on N-S streets - both sides

and

“No Parking 10am-12pm Monday-Friday” E-W streets - both sides

#### Pros:

- Easy sweeping, leaf removal, and snow removal
- Easy enforcement of restrictions for the area
- Shifting of early-arrival commuter parking to garages and paid lots
- Shifting of early-arrival employee parking to garages and paid lots
- Residential blocks become more available to residents after 12pm
- Blocks in the vicinity of the businesses become more available to customers after 10am/12pm

#### Cons:

- Competition for the E-W streets from the permit holders that have a later start time or have a variable schedule. Vehicles would engage in space search patterns in the weekdays mornings.
- Great adverse impact on an estimated 300 (of 744) overnight permit holders who are home in the morning, or have a variable schedule (not 8am-5pm) as they would have to move the vehicles to different blocks in the weekdays mornings. 24hr lots are only available at a long distance (3-6 blocks distance).
- Contractor/Trade vehicles would not be able to perform work on the area blocks without securing a day pass. Currently the day passline is only open **6am-8am** in advance of enforcement staff starting the shift. If working more than a couple of hours they would have to move the vehicles on a different block.
- Adverse impact on such workers as caregivers, nannies, and home cleaning staff who would have to park at a distance in garages or paid parking lots. If working more than a couple of hours they would have to move the vehicles on a different block.
- Adverse impact on residents that pick up and drop off children in the morning before school from a block with a “No Parking 8am-10am Monday-Friday” restriction.
- Adverse impact on parents dropping off children near Brooks middle schools.
- Adverse affect on certain businesses as customers could not park on blocks before 12pm lunch hour (“No Parking 10am-12pm Monday-Friday”) for example Poor Phil’s, Marion Street Cheese Market)

Option 2:

“No Parking 8am-10am Monday-Friday” on W & S sides

and

“No Parking 10am-12pm Monday-Friday” on E & N sides

Pros:

- Easy sweeping, leaf removal, and snow removal
- Easy enforcement of restrictions for the area
- Shifting of early-arrival commuter parking to garages and paid lots
- Shifting of early-arrival employee parking to garages and paid lots
- Residential blocks become more available to residents after 12pm
- Blocks in the vicinity of the businesses become more available to customers after 10am/12pm

Cons:

- Competition for the E-W streets from the permit holders that have a later start time or have a variable schedule. Vehicles would engage in space search patterns in the weekdays mornings.
- Great adverse impact on an estimated 300 (of 744) overnight permit holders who are home in the morning, or have a variable schedule (not 8am-5pm) as they would have to move the vehicles to different blocks in the weekdays mornings. 24hr lots are only available at a long distance (3-6 blocks distance).
- Contractor/Trade vehicles would not be able to perform work on the area blocks without securing a day pass. Currently the day passline is only open 6am-8am in advance of enforcement staff starting the shift. If working more than a couple of hours they would have to move the vehicles on a different block.
- Adverse impact on such workers as caregivers, nannies, and home cleaning staff who would have to park at a distance in garages or paid parking lots. If working more than a couple of hours they would have to move the vehicles on a different block.
- Adverse impact on residents that pick up and drop off children in the morning before school from a block with a “No Parking 8am-10am Monday-Friday” restriction.
- Adverse impact on parents dropping off children near Brooks middle schools.
- Adverse affect on certain businesses as customers could not park on blocks before 12pm lunch hour (“No Parking 10am-12pm Monday-Friday”) for example Poor Phil’s, Marion Street Cheese Market)

Option 3:

“No Parking 8am-10am Monday-Friday” everywhere

Pros:

- Easy sweeping, leaf removal, and snow removal
- Easy enforcement of restrictions for the area
- Shifting of early-arrival commuter parking to garages and paid lots
- Shifting of early-arrival employee parking to garages and paid lots
- Residential blocks become more available to residents after 10am
- Blocks in the vicinity of the businesses become more available to customers after 10am

Cons:

- Great adverse impact on an estimated 300 (of 744) overnight permit holders who are home in the morning, or have a variable schedule (not 8am-5pm) as they would have no place to move the car to in the mornings. 24hr lots are only available at a long distance (3-6 blocks distance).
- Contractor/Trade vehicles would not be able to perform work on the area blocks without securing a day pass. Currently the day passline is only open am-8am in advance of enforcement staff starting the shift.
- Adverse impact on such workers as caregivers, nannies, and home cleaning staff who would have to park at a distance in garages or paid parking lots.
- Adverse impact on residents that pick up and drop off children in the morning before school.
- Adverse impact on parents dropping off children near Brooks middle schools.

**Y2, Y3, & Y4 PARKING STUDY & RECOMMENDATIONS**

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

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

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Item #	Zone	PATTERNS/BEHAVIORS	Commission Recommendations	STAFF RECOMMENDATION	COMMENTS
7	Y3	Short to medium stays are normal on Sundays	Make overnight permits and 2-hour regulations more uniform (variety of times). Add Y3 to Madison Avenue, in particular Madison and Wisconsin.	<p>- We are in the process of standardizing the overnight parking restrictions to 11pm-6am.</p> <p><u>Topic for discussion with Commissioners:</u> which daytime restrictions should be the standard for the area? There are "2hr 9am-5pm M-F", "2hr 10am-5pm M-F", "No Parking 8am-10am M-F", "4hr 10am-5pm M-F", "3hr 10am-5pm M-F".</p> <p>Add 12 spaces for Y3 <u>overnight</u> parking spaces on the S side of Randolph between Wisconsin and Home (see Map G). Add <u>Wednesday daytime</u> Street Cleaning restrictions. Do not add any other <u>daytime</u> restrictions.</p>	
8	Y3		Potential for overnight permits		
9	Y4		The Chase bank parking lot could provide some relief if a deal could be worked out in addition to space along Madison Street. In front of Sugar Beet on Madison there was under-utilized street parking but due to poor lane markings, fast-moving traffic often traveled in the parking lane. Additional opportunities exist on street frontage that abuts the side of multi-family developments.	<p>- A previous lease agreement with Chase was terminated by the bank which is currently not interested in renewing.</p> <p>- Adding overnight permit parking on Madison, which is in the process of being redeveloped and is also a snow route, is not recommended.</p>	
10	Y4		There is Y4 potential on the north and south sides of the 1100 block of Madison - Also near Wisconsin/Madison; Sugar Beet needs restrictions for 3-4 spaces along Madison in front of the store (30-40 min. max.)	<p>- Adding overnight permit parking on Madison, which is in the process of being redeveloped and is also a snow route, is not recommended.</p> <p>- Staff agrees that there should not be open parking during the day and we will pursue time restrictions in front of store.</p>	
11	Y4		Potential for overnight permits	Add 6 spaces for Y4 <u>overnight</u> on the NW side of 400 Clinton (see Map E). Add <u>Wednesday daytime</u> Street Cleaning restrictions & maintain "2hr 9am-5pm" <u>daytime</u> restrictions.	Pros: Increased availability for resident overnight permit parking. Cons: Reduced temporary parking for visitors.

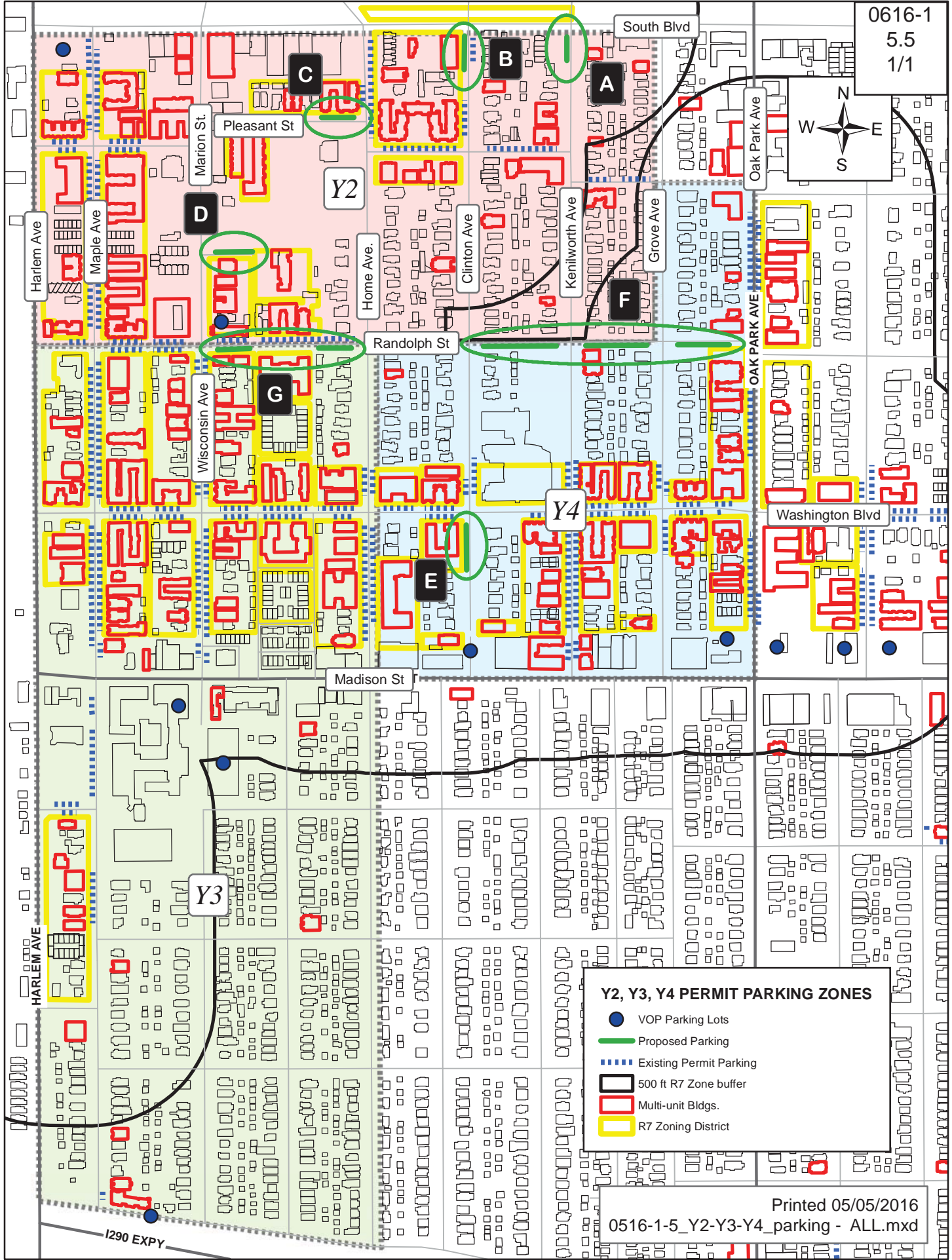
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Item #	Zone	PATTERNS/BEHAVIORS	Commission Recommendations	STAFF RECOMMENDATION	COMMENTS
12	Y4		Randolph (south side) Avenue along the Staff parking for Brooks School; and	Add 24 spaces for Y4 <u>overnight</u> on the S side of Randolph between Clinton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

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**Y2, Y3, Y4 PERMIT PARKING ZONES**

- VOP Parking Lots
- Proposed Parking
- Existing Permit Parking
- 500 ft R7 Zone buffer
- Multi-unit Bldgs.
- R7 Zoning District