



Memorandum

TO: Kevin J. Jackson, Village Manager

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FROM: Craig Failor, Development Services Director

A handwritten signature in blue ink, appearing to be "CF", is written over the name Craig Failor.

FOR: Village Board of Trustees

DATE: December 4, 2025

SUBJECT: People over Parking (Senate Bill 2111)

Purpose

This memorandum is a general overview of the Illinois General Assembly-passed Senate Bill 2111 (the Northern Illinois Transit Authority Act), relative to its impacts on the Village of Oak Park. This bill establishes a new funding structure for public transit statewide and centralized transit planning across the Chicagoland region by creating a new regional transit agency, Northern Illinois Transit Authority ("NITA"), to replace the RTA and reform the governance of CTA, Pace, and Metra. Governor Pritzker signed this bill into law on November 3, 2025, which becomes effective June 1, 2026. The following provides a background and explanation of the Bill as well as related impacts to the Village of Oak Park.

Background & Explanation:

In May 2022, the State of Illinois enacted Public Act 102-1028, which required the Chicago Metropolitan Agency on Planning (CMAP) to submit a report of recommendations regarding the long-term financial viability of the regional transit system by January 1, 2024. CMAP developed the Plan of Action for Regional Transit (PART). This Plan detailed efficiencies relative to regional public transit as well as opportunities for increased financial support. This was the basis for drafting Senate Bill 2111.

The bill, which will go into effect on June 1, 2026, will also apply in *home rule* communities. An element of this bill is the *People over Parking Act*. The contention

is that parking requirements, which nearly every municipality in the Chicago metropolitan area has, drive up the cost of construction, create more parking spaces than are needed, add procedural barriers to the building permit process, and make it more difficult to reuse existing buildings, among other issues.

Specifically, the ban on parking mandates applies when the following is true:

- a development project is for new construction or renovation, and that it is not a hotel, motel, bed and breakfast, or other transient lodging, and
- the project is located within one-half mile of a public transportation hub (nodes) or one-eighth mile of a public transportation corridor (street segments)

A public transportation hub is a node that includes rail transit stations, a boat or ferry terminal that is served by a bus stop or a rail transit station, and street intersections where two or more bus routes meet, and those bus routes have a combined frequency of 15 minutes or less during the morning and afternoon peak commute periods. This means that new housing will soon be able to be developed, at lower cost, within a half mile of a station, without any parking.

To boost the accessibility of areas served by transit, improve pedestrian safety, and reduce housing costs, the bill allows developers to calibrate the level of parking needed for each development based on context and market needs instead of arbitrary zoning rules. This policy is intended to avoid overbuilding parking in the very areas that are intended to offer transit access and walkability.

The legislation authorizes NITA to do transit-supportive commercial and residential development, also known as "joint development", directly or in partnership with other public and private entities. Such developments are designed to facilitate access to and use of public transit by putting housing, jobs, and amenities close to transit. The legislation is explicit that NITA's transit-supportive developments must comply with local land use requirements.

Joint development projects involve:

- Integrated development of transit and non-transit improvements, with transit projects physically or functionally related to commercial, residential, or mixed-use development

- Public and private investments that are coordinated between transit agencies and developers to improve land owned by a transit agency or related to a transit improvement
- Mutual benefit and shared cost among all parties involved

For example, a transit agency may partner with a developer to lease property owned by the transit agency near a transit station to build office space or residential units, thereby raising revenue (via the rent payments) for the transit system in the process.

Operational and Policy Changes imposed by the Bill:

This act will create a universal fare system. The new NITA board will develop a regionally coordinated and consolidated fare collection system, including a unified mobile ticket application to be implemented by February 1, 2030.

As indicated above, it bans minimum parking requirements for local governments. Municipalities will be restricted from imposing minimum parking requirements for developments located within a half mile of public transportation hubs or one-eighth mile of public transportation corridors, under the People Over Parking Act.

This act will improve connectivity by establishing the Interagency Coordinating Committee on Transit Innovation, Integration, and Reform Act to develop strategies and recommendations for improving connectivity between intercity rail, bus services, and transit hubs.

Other laws will be updated, such as changes to the Metropolitan Transit Authority Act, the Illinois Vehicle Code (regarding bicycle rules at stop signs), and other acts. The Bill introduces new requirements for safety, transit-supportive development, and environmental protection.

Staff Observations:

The attached informational map, developed by the Village's GIS team, delineates what staff believe are the areas of impact within the Village, based on the Act's restrictions. The map shows where parking would and would not be required for any new construction or existing building renovation that would otherwise require new or additional parking spaces.

Based on the Village's current built-out status, there are limited opportunity sites for new construction or renovation. However, staff believe several influences will warrant *some* parking to be offered with new construction: 1) Market demand, 2) Limited parking allowed overnight on-street, 3) Historical data regarding off-street parking requests within business districts, and 4) Available parking may be constrained within VOP parking garages.

For any questions, please contact Craig Failor at cfailor@oak-park.us or 708.358.5422.

cc: Lisa Shelley, Deputy Village Manager
Ahmad Zayyad, Deputy Village Manager
Christina M. Waters, Village Clerk
Gregory Smith, Village Attorney
All Department Directors

Att- Senate Bill 2111 – People over Parking – Oak Park Area Map

IL SB 2111 Impacted Areas Map

