APPROVED Meeting Minutes
Transportation Commission
Tuesday, July 13, 2021 – 7:00 PM
Remote Participation Meeting

1. Call to Order

Transportation Commission Chair Ron Burke called the remote participation meeting to order at 7:00 PM.

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

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

Roll Call

Present: Camille Fink, Garth Katner, Ryan Peterson, James Thompson, Ron Burke

Absent: Meghann Moses, Aaron Stigger

Staff: Staff Liaison Jill Juliano, Village Engineer Bill McKenna, Development Customer Services (DCS) Director Tammie Grossman, DCS Budget & Revenue Analyst Sean Keane

Guest: Village Trustee Arti Walker-Peddakotla

2. Non-Agenda Public Comment

Staff Liaison Juliano read the non-agenda written public comment from Meghan Paulas aloud. The statement, in its entirety, is attached to these minutes.

3. Agenda Approval

Chair Burke requested that the agenda be amended to include time at the end of the meeting to discuss the non-agenda public comment item.

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

DCS Director Grossman asked that Agenda Item 8 (Discussion of the Parking Pilot Program Survey) be moved up to follow Agenda Item 5 since they are both parking-related items.

Commissioner Peterson made a motion to approve the agenda as amended and was seconded by Commissioner Thompson.

The roll call on the vote was as follows:

Ayes: Peterson, Thompson, Fink, Katner, Burke
Nays: None

The motion passed unanimously 5 to 0.

4. Approval of the Draft June 8, 2021 Transportation Commission Meeting Minutes

Commissioner Thompson made a motion to approve the draft June 8, 2021 Transportation Commission meeting minutes and was seconded by Commissioner Peterson.

The roll call on the vote was as follows:

Ayes: Thompson, Peterson, Fink, Katner, Burke
Nays: None

The motion passed unanimously 5 to 0.

5. REMOVAL OF THE FENWICK ON-STREET PERMIT PARKING WITH THE COMPLETION OF THE FENWICK PARKING GARAGE (CONTINUATION FROM THE June 8, 2021 TRANSPORTATION COMMISSION MEETING)

DCS Director Grossman gave a presentation about this item.

Chair Burke stated that it is good to have consistency along the streets and not leave the areas unrestricted instead allowing for more parking for residents.

Commissioner Thompson asked why the decision was not made to make all the streets 2 Hour Parking, 9AM-5PM, Monday through Saturday. DCS Director Grossman responded the No Parking 8AM-10AM is meant to deter commuters from leaving their car in one spot all day. Current restrictions allow residents to park in these areas for longer periods of time. Staying consistent with the regulations on these

blocks will help prevent pushback from residents. Once the results are in from the Parking Pilot survey, recommendations for further changes could be made.

Chair Burke states that the staff recommendation seems consistent with previous discussions.

Commissioner Peterson asked if No Parking 8AM-10AM would be seven days a week. DCS Director Grossman responded that it is only Monday through Friday and 2 Hour Parking is Monday through Saturday.

Commissioner Thompson asked if residents of the blocks can override restrictions in the same way they can in the Pilot Program. DCS Director Grossman responded that they can't and it would be a recommendation the Commissioners would bring to the Village Board for consideration.

Commissioner Peterson made a motion to approve staff recommendations and was seconded by Commissioner Katner.

The roll call on the vote was as follows:

Ayes: Peterson, Katner, Fink, Thompson, Burke

Nays: None

The motion passed unanimously 5 to 0.

6. DISCUSSION OF THE PARKING PILOT PROGRAM SURVEY

DCS Budget & Revenue Analyst Keane gave a brief presentation about the Parking Pilot Program. He wanted to clarify that questions 7 and 8 (about the Daytime Pass System) are specifically targeted at residents' guests, not just anyone who wanted to utilize the Daytime Pass System. Staff will be clarifying the language in those questions. He also mentioned that two elements of the survey relating to parking meters will also benefit from business district responses. Staff will be developing a separate survey to distribute directly to the business districts. The floor was opened for any questions.

Commissioner Thompson requested staff go through the survey question by question and explain the logic of each question. Chair Burke agreed with the request.

Staff went through the survey question by question.

Chair Burke requested the wording be changed for question 5, as he found it confusing. Trustee Walker-Peddakotla agreed that it was confusing and asked if vehicle license is the same as a vehicle sticker. Staff responded yes.

Commissioner Thompson mentioned that the question 5 asks if the residents are aware of the override rules but wonders if it should be re-phrased to find out if they're satisfied or if it is working for them. Chair Burke agreed that if they are not satisfied, it would be good to know why.

In response to questions 7 and 8, Chair Burke both wanted clarification that these questions are targeting guests of residents. Staff clarified the questions were asked to ensure that the system is being used as intended.

Commissioner Fink asked if limit on how many times a week were imposed. Staff responded no.

Commissioner Thompson asked how the results of this question would be used and how it might affect the policy. Staff responded if a large population is using it more than three times per week, they could look at implementing limits or they could also consider creating a special daytime pass that wouldn't require the residents to sign up for it every day.

Commissioner Fink asked if data could be validated separately. Staff responded yes.

Chair Burke mentioned that this data may be skewed because of the pandemic and something to consider.

In response to question 9, Commissioner Fink asked if the question could be made open-ended. Staff suggested leaving the question as is but adding a comments field.

In response to question 10, Chair Burke suggested adding a sign that tells residents their Village sticker overrides the restrictions as many are not aware of that. Staff suggested adding another set of signs not as frequently with the information throughout the Pilot area.

In response to question 11, Chair Burke suggested reordering or rewording the question to make it clearer. Staff agreed.

In response to questions 12 and 13, Commissioner Fink wondered why the questions were asking for the opinions of residents on information they may not know. Staff acknowledged the concern.

Chair Burke agreed that the focus should be on intent and perhaps explaining the reasoning for the changes. He also mentioned that he is glad these questions are included because many residents don't understand why they are charged for parking and it is an opportunity to educate. Commissioner Fink agreed that providing the rationale behind the changes would be beneficial for residents. Staff agreed those changes could be made.

In response to question 14, Commissioner Fink asked if all respondents would answer, or only members of the Pilot Program. Staff responded the question would be open to everyone.

Commissioner Fink asked how staff planned to reach people who don't have parking permits or don't have a car. Staff responded it can be added as an option.

Commissioner Fink also mentioned large amount of private/off-street parking options that may be missed if staff is depending on responses only from people who get permits. Staff mentioned it does maintain a private parking space list with information for the people who rent out spaces. The survey could be given to them to pass along to the people who rent their spaces.

Trustee Walker-Peddakotla mentioned the Village Board goal for reviewing parking fell under the affordability column. Including questions about if the program is financially feasible/affordable would provide helpful information for the Village Board to have when evaluating and moving forward.

Chair Burke responded that it seems like a reasonable time to ask if parking is affordable or a hardship since we are already surveying residents. Staff will add a question to address this.

DCS Director Grossman mentioned that staff will take all of tonight's comments, update the survey before sending it back to the Commissioners. Additional comments should be directed to DCS Budget and Revenue Analyst Keane. Staff is hoping to have the survey out to residents by Labor Day and accepting responses until early October.

DCS Director Grossman states that staff will make changes to the survey and email to Commissioners for approval to make sure that they have enough time to put the survey in the FYI and promote it as well as providing enough time for residents to respond.

Commissioner Thompson stated that initially, the Pilot had as much to do with nighttime parking as daytime and the initial hearing had to do with the frustrations of residents who were purchasing overnight passes and their inability to find spots. It is important to address this with the survey and ask if residents are satisfied with the availability of parking spots.

DCS Director Grossman agreed with Commissioner Thompson, the initial recommendation from the Transportation Commission was to allow anyone who purchased an overnight parking permit to park anywhere in the Pilot area, but the Board at that time did not accept that recommendation. The compromise was to allow residents who were unable to find a spot in their overnight zone to park in a

metered space. DCS Director Grossman stated that staff will work on adding this issue to the survey.

Commissioner Fink asked about the outreach issue and wanted to know how staff plans to ensure that residents of multi-family residences are not missed.

DCS Director Grossman replied that staff have the email addresses for 85-90% of permit holders, which they have not previously had. They are anticipating an increased response from residents of multi-family residences.

With no more questions from the Commission, Chair Burke stated that there was no need to vote on this item since it is a discussion item.

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

Staff Liaison Juliano provided an update on information discussed at previous meetings.

Chair Burke mentioned that the Commission is interested in 1) developing a prioritization/pre-screening method to bring the most urgent petitions to the Commission and 2) have a more robust call for petitions, particularly from multi-family residences.

Village Engineer McKenna provided information about proposed budget amendment regarding bringing on a consultant to assist with backlog of petitions. With current staffing, it is estimated to take approximately three years to get through the backlog. With a consultant, it is estimated to take one and a half to two years. The amendment is scheduled for review at the July 19th meeting.

Village Engineer McKenna next spoke about pre-screening process and how staff is working with GIS consultant to develop a heat map that is reflective of crash data and traffic volumes. A rough draft of the map with data received from IDOT was shared. The color-coded map is based on type of accident and severity of injury. The goal is to create a heat map that is accident rate based and includes weight factors based on injuries and bike or pedestrian related accidents. The map would be the key component in the pre-screening process. The next step would be to define minimum thresholds needed to meet to continue in the process.

Chair Burke asked if staff is thinking to change from the point scoring system to leaning heavily or exclusively on crash and injury rates.

Village Engineer McKenna replied that would be up to the Commission. If the Commission wants to create a pre-screening tool, that would be the staff's recommendation. If the Commission would rather work within the confines of current system and modify minimum threshold, that is another option to be considered.

Chair Burke asked if using an application based on a heat map would save staff time.

Village Engineer McKenna replied that it would because there would be no need to conduct a traffic study for each valid petition, which is the main benefit of the pre-screening tool using existing data that staff already has.

Commissioner Peterson suggested removing the community interest portion of the current process, as well as automating the process, to help with efficiency.

Chair Burke mentioned Commissioner Peterson's suggestion would still require a traffic study and asked for clarification about how that would help.

Commissioner Peterson said while he understands the need for there to be some criteria, he wouldn't want a petition to not be considered because it isn't in a high traffic/crash area. He suggested that perhaps using the heat map during first phase to help weed out petitions, then using current process from that point forward.

Commissioners Katner and Fink agreed with Commissioner Peterson's suggestion.

Commissioner Thompson stated he loves the heat map and agrees a hybrid model makes the most sense. Commissioner Peterson followed up his previous statements by saying he thinks the heat map should show graduated levels for visual purposes and several categories for determining prioritization.

Chair Burke mentioned if the heat map is ultimately used he hopes the number of crashes would still be used, and that staff would not rely solely on crash rates as that information could be skewed.

Village Engineer McKenna stated that any staff recommendation would have limitations for which locations would be allowed to submit petitions.

Chair Burke agreed that it makes no sense to accept petitions for IDOT roads and that staff should be encouraging those residents to reach out to IDOT.

Village Engineer McKenna clarified that staff is still open to hearing and advancing items from the Commission, but do not want to accept those requests from residents in the form of petitions.

Chair Burke said the Commissioners support the use of a heat map for the initial screening process. He suggested the scoring system be discussed further at next meeting.

Commissioner Peterson stated it's still worthwhile to collect resident feedback and data regarding IDOT roads so the Village can present the data to IDOT during the public comment period that follows the release of IDOT's 5 year programs.

Chair Burke stated that no vote is needed. He mentioned that he will be looking to staff to bring a more detailed recommendation on the pre-screening tool and the 100 point scoring system would be discussed further at the next meeting.

Village Engineer McKenna mentioned the speed component of the point system has a lot of points attributed to it such as 4 points for one mile over the speed limit and should be reconsidered. Also, there would be budget implications if the Commission wants to move forward with solicitations of public input such as residents of multi-family residences, as there isn't the capacity to handle that type of broad input. A lower cost option would be to obtain input from an online survey and use existing media outlets which would impact staff and budget less.

Chair Burke clarified the Commission recognizes this is not the time to do that and is hoping the outreach could happen once the backlog is managed and a new process is in place for reviewing petitions.

Commissioner Thompson expressed concern over the cost of hiring a consultant to assist with the backlog when that cost greatly exceeds the budget for traffic calming measures themselves. Village Engineer McKenna explained the work the consultant would be responsible for to process the petitions and ultimately have the Village Board make a decision. He also mentioned more than likely, not all petitions would make it all the way through the process to the point where a traffic calming measure would be implemented.

Chair Burke stated this is exactly why the Commissioners want to find a way to prioritize the petitions that warrant action. His hope is the Commission will be able to make a recommendation which helps whittle down the number of petitions so more money is spent on improvements and less money is spent on consultants. He hopes to hear more from staff at the next meeting.

8. <u>RECOMMEND TO THE VILLAGE BOARD REVISED PRINCIPLES AND GOALS FOR THE VILLAGE'S TRANSPORTATION SYSTEM NETWORK (CONTINUATION FROM THE JUNE 8, 2021 TRANSPORTATION COMMISSION MEETING)</u>

Staff Liaison Juliano reminded the Commissioners that at the last meeting, they had decided to wait until July to see if the Village Board offered any tools, resources, or

plans for public outreach or made progress regarding the revision of goals based on public outreach. The Commission also decided if no progress was made by the Board, they would start the process of creating goals with public input, using tools presently available.

Chair Burke said he was not aware of any additional guidance, resources, or plans from the Village Board related to outreach and asked staff if they were aware of any.

Village Engineer McKenna replied looking at alternate processes for outreach was part of an implementation goal and not the goal itself. He also stated the only goal the Village Board related to transportation was the Vision Zero, which the Board wanted presented to the Transportation Commission in the first quarter of 2022.

Chair Burke suggested the Commission start drafting an outline of some high-level goals/principles for transportation in Oak Park and they could solicit input on that document via a survey, public comments at Commission meetings, or through people commenting directly to the Commission via staff. Once the Commission has feedback, they can make any changes and send a recommendation to the Village Board.

Chair Burke asked if staff had any ideas for how the Commission should proceed. Village Engineer McKenna recommended the Commission review the Village's Comprehensive Plan (Envision Oak Park) and published goals and then determine what role the Commission would play or what changes they would like to make.

Chair Burke stated he would like to work with staff, if willing, to come up with some questions that the Commissioners could ask themselves at the next meeting to provide some structure for the discussion. Village Engineer McKenna asked if it would be a survey and Chair Burke replied yes and that he would like to come up with some basic concepts and principles as a starting point. All agreed that this item would be on the agenda for the next meeting on August 10.

9. <u>DISCUSSION OF PUBLIC COMMENT</u>

Commissioner Peterson would like to table this until the next meeting and asked that staff provide input and data at that time. He also suggested inviting the resident to the next meeting so that they could have the opportunity to share any additional information.

Commissioner Fink asked how this is different from other petitions in the queue. Staff responded that it is a petition, one of two petitions for adjacent intersections, and it is high up in the queue and close to being reviewed by the Commission.

Chair Burke mentioned that he thought the resident was unable to file a petition and that was why they submitted the comment.

Village Engineer McKenna clarified the resident did ask for additional locations to be studied in the comment that weren't in their initial petition. Further while they are almost next on the list for data collection, data collected now will be skewed because of the construction on Oak Park Ave.

Chair Burke stated part of the request is essentially asking the Village to pass an ordinance to lower speed limits, which is different than typical toolbox petition requests.

Village Engineer McKenna explained the Village does have park and school speed zones, but not at all parks. He mentioned the item previously went to the Commission and Village Board. Using input from the Park District, there were priorities established knowing the zones would not be at every park. He said staff has received some concerns from residents regarding the effectiveness and enforcement of the speed zones. So the Village does have some experience, but will come back to the next meeting with more feedback and history.

Commissioner Peterson asked if the queue, status, and rankings are made public. Village Engineer McKenna responded not at the moment. Commissioner Peterson suggested this might be a good change to make in the next iteration of the process to allow for transparency and so that residents could see where they are in the queue.

Village Engineer McKenna responded if there were a metric for how the petitions are prioritized; it would be helpful to publish and give residents a convenient spot to look, as long as staff could have some leeway in instances of extenuating circumstances (i.e. construction preventing the collection of data).

Chair Burke suggested the petition should stay in the queue until it is presented to the Commission but asked if temporary signs could be placed, since the issue is probably exacerbated by the work on Oak Park Ave. Staff responded temporary signs have been placed and Oak Park Ave is open again.

Chair Burke asked if there was recent historical data that would be adequate to proceed. Village Engineer McKenna responded that what he previously showed on the heat map was the most recent information available. He also mentioned the traffic levels were normal for the area, but there was one accident with injury so that could be looked into based on severity.

Trustee Walker-Peddakotla shared that she lives in the area. There was an incident involving a child prior to construction. Traffic diversions from the Oak Park Avenue construction have exacerbated the existing problem.

Chair Burke asked if the incident was too recent to show on the heat map.

Village Engineer McKenna responded that staff are working with the IT and Police Departments to see if crash data can be updated faster because sometimes an accident that prompts a petition might not be reflected on the heat map. It would have to be an understanding by the Commission and the Board if we were to use a tool like that it would be based on readily available data.

Chair Burke stated he looks forward to seeing the petition come to the Commission through the regular process and suggested that it might be helpful to take another look at the park speed zones since some time has passed since it was last reviewed.

All Commissioners agreed to let this petition stay in the queue and continue focusing on creating the prioritization process to help get through the backlog of petitions and accelerate the pace with which the Commission can review the more important, higher priority petitions.

Commissioner Thompson asked if Slow Streets could be added to the next meeting's agenda. Chair Burke responded staff recommended that it be taken out of the work plan, the Village Board had not included funding for Slow Streets. Therefore, this is not something the Village Board wanted the Commission to tackle.

For it to be considered by the Commission again, it would need to be at the direction of the Village Board. Trustee Walker-Peddakotla clarified the previous Board approved that work plan and that she would follow up with the current Village Board to gauge interest. Chair Burke shared that generally speaking the Commission is supportive of Slow Streets. Commissioner Peterson agreed.

10. Adjourn

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

The roll call on the vote was as follows:

Ayes: Peterson, Thompson, Fink, Katner, Burke
Nays: None

The motion passed unanimously 5 to 0.

The meeting was adjourned at 9:08pm.

Submitted by:
Anna Muench
Customer Service Representative II

Juliano, Jill

From: Meghan P[redacted]
Sent: Sunday, July 11, 2021 10:31 PM
To: Transportation
Subject: Public Comment for Tuesday's Transportation Commission Meeting
Attachments: Transportation Commission Public Comment - MPaulas - 7.2021.pdf; Creating-a-Safe-Park-Zone-for-Communities-in-Illinois-Active-Transportation-Alliance_BGW.pdf; 625 ILCS 5_ Illinois Vehicle Code_.pdf

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

Dear Friends,

Below and attached please find a public comment for Tuesday's meeting. If you have any questions, please feel free to reach me at [redacted] Thank you for your time, consideration, and service to our community.

Meghan

July 11, 2021

Dear Transportation Commission of Oak Park,

Thank you for allowing me the opportunity to provide public comment, and thank you for your service to our community. I live on the 1100 block of South Euclid and over the past seven years, my neighbors and I have twice attempted the onerous process of collecting signatures to petition for traffic calming measures. To date, no meaningful action has been taken by the Village in response to our concerns.

My neighbors and I request the following action to be immediately taken by the Transportation Commission during the July 2021 meeting:

- **Euclid Square Park Traffic Study.** Approval by the Commission for a traffic study of the area surrounding Euclid Square Park. Specifically, the 2-way stop intersections on Euclid/Fillmore, Wesley/Fillmore, Euclid/Harvard, and Wesley/Harvard.

If you are unfamiliar with the area surrounding South Oak Park, these intersections are nearby or adjacent to Euclid Square Park. These intersections are incredibly dangerous and there are many, many pedestrians and cyclists in the area. We have worked with staff at the Village, and we still have not been able to get a traffic study conducted. To our knowledge, there have been several accidents over a 3-year period, including an accident involving severe injury to a child who was struck by a vehicle. There is also frequent excessive speeding, most often in the after school hours and evening rush hour.

Recently, the traffic concerns were exacerbated to the point of imminent danger because of the water main construction and closure of Oak Park Avenue. Traffic on Oak Park Avenue detoured onto Euclid Avenue. We appreciate that Village Staff were responsive to our requests for temporary road closure on the 1150 S. Euclid block, but this is – of course – a temporary measure and the problem predates the Oak Park Avenue construction.

- **Passage of Safe Park Zone Ordinance and Implementation.** Approval by the Transportation Commission to recommend that the Village Board establish Safe Park Zones through the passage of a Safe Park Zone Ordinance in accordance with the Illinois Vehicle Code, 625 ILCS 5/11-605.3 (the Illinois Safe Park Zone eff. 7-1-2019).

When surveying the amazing quantity of parks in our village, it struck me that we are not using all of the traffic calming measures and safety measures at our disposal with minimal cost/effort by the Transportation Commission and Village Board. A copy of the Illinois Vehicle Code section and a copy of the Safe Park Zone resource from the Illinois Active Transportation Alliance are attached.

I recognize the backlog of petitions as reflected in the May meeting minutes, and appreciate that we are still working through a global pandemic. In response, I urge the Commissioners to recommend that the Village Board use its authority to promote and maintain public safety. I do not believe that the current process supports public safety when petitioning leads nowhere because of an extensive backlog, a point system only affords 1/5 of the requisite points to trigger the Commission's review when a pedestrian is injured in a "correctible crash," [1] and no automatic traffic review is conducted after a severe accident.

In conclusion, I respectfully request that the Transportation Commissioners move to: **(1)** approve a traffic study of the 1100 block of South Euclid (at a minimum) and the 2-way stop intersections on Euclid/Fillmore, Wesley/Fillmore, Euclid/Harvard, and Wesley/Harvard; **(2)** recommend that the Village Board enact a Safe Park Zone Ordinance, conduct a survey of all village park adjacent streets, and implement the ordinance as provided by Illinois Vehicle Code, 625 ILCS 5/11-605.3.

Sincerely,

Meghan Paulas

[redacted] Euclid Avenue

[1] https://www.oak-park.us/sites/default/files/public-works/scoring_table.pdf

Safe Park Zones

CREATING SAFE PARK ZONES FOR COMMUNITIES IN ILLINOIS

ACTIVE TRANSPORTATION ALLIANCE

CREATING SAFE PARK ZONES
FOR COMMUNITIES IN ILLINOIS

Presented by Active Transportation Alliance, January 2012

COVER PHOTO: Dartford Borough Council

ACTIVE TRANSPORTATION
ALLIANCE

ABOUT THE CONSULTANTS

The mission of Active Transportation Alliance is to make bicycling, walking, and public transit so safe, convenient, and fun that we will achieve a significant shift from environmentally harmful, sedentary travel to clean, active travel. We advocate for transportation that encourages and promotes safety, physical activity, health, recreation, social interaction, equity, environmental stewardship, and resource conservation.

We are both Chicagoland's voice for better biking, walking and transit and a premier consultancy. Our staff includes specialists who work with communities throughout the region to develop plans, policies, and education programs based on national best practices. When you partner with us on projects, you not only get the best results possible, but you also support our mission to improve active transportation throughout the region.

The Active Transportation Alliance Project Team:

Dan Persky - Director of Policy and Planning
Amanda Woodall - Policy Manager
Jason Jenkins - Education Specialist

For technical assistance developing your policy, implementation strategies, and training, please contact us.

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This guide was made possible through funding from the Department of Health and Human Services: Communities Putting Prevention to Work (CPPW) grant. CPPW is a joint project between the Cook County Department of Public Health and the Public Health Institute of Metropolitan Chicago.

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Public parks are essential destinations for physical activity, but the transportation environment in many communities *limits access* to local parks.

Transportation impacts human health and the quality of life in every community. Biking, walking, and other modes of active transportation are the simplest ways for people to get the activity they need to boost physical and mental health, and to prevent obesity and related conditions, such as heart disease and diabetes. However, many physical and social barriers to walking and bicycling exist in communities across Illinois. One of the most prevalent of these barriers is insufficient traffic safety. When parks are more accessible, more people use them for activity.

One way to boost access is to improve traffic safety and pedestrian facilities around parks. The State of Illinois has provided a powerful new means for municipalities to do this: the establishment of Safe Park Zones. Similar to School Zones, these are sections of roadway near parks where speed limits are lowered, and fines for traffic infractions are raised. Routine enforcement spreads awareness about safety, and revenue from fines can be used to fund pedestrian facility improvements. [See page 5 for the full text of Illinois Safe Park Zones Law.]

The Safe Park Zones Guide was created to help communities through the successful implementation of municipal Safe Park Zones. In this guide you will find resources for developing a local policy, Illinois requirements regarding signage, and strategies for public outreach and involvement. The steps to effectively establish and implement Safe Park Zones can be found in this guide as follows:

STEP 1 Adopting an Ordinance

STEP 2 Establishing a Funding Stream

STEP 3 Installing Signs

STEP 4 Educating the Public and Building Support

PHOTO: Vipal Greens

Text for Relevant Illinois Statute

In 2006, the Illinois General Assembly enacted Public Act 94-808, amending the Illinois Vehicle Code and making Illinois the first state to provide legal protection for Safe Park Zones. Below is an excerpt of the relevant section of the Illinois Vehicle Code, which may serve as the basis for the establishment of Safe Park Zones within your community.

Illinois State Vehicle Code

(625 ILCS 5/11-605.3)

Sec. 11-605.3. Special traffic protections while passing parks and recreation facilities and areas.

(a) As used in this Section:

(1) "Park district" means the following entities:

(A) any park district organized under the Park District Code;

(B) any park district organized under the Chicago Park District Act; and

(C) any municipality, county, forest district, school district, township, or other unit of local government that operates a public recreation department or public recreation facilities that has recreation facilities that are not on land owned by any park district listed in subparagraphs (A) and (B) of this subdivision (a)(1).

(2) "Park zone" means the recreation facilities and areas on any land owned or operated by a park district that are used for recreational purposes, including but not limited to: parks; playgrounds; swimming pools; hiking trails; bicycle paths; picnic areas; roads and streets; and parking lots.

(3) "Park zone street" means that portion of any street or intersection under the control of a local unit of government, adjacent to a park zone, where the local unit of government has, by ordinance or resolution, designated and approved the street or intersection as a park zone street. If, before the effective date of this amendatory Act of the 94th General Assembly, a street already had a posted speed limit lower than 20 miles per hour, then the lower limit may be used for that park zone street.

(4) "Safety purposes" means the costs associated with: park zone safety education; the purchase, installation, and maintenance of signs, roadway painting, and caution lights mounted on park zone signs; and any other expense associated with park zones and park zone streets.

(b) On any day when children are present and within 50 feet of motorized traffic, a person may not drive a motor vehicle at a speed in excess of 20 miles per hour or any lower posted speed while traveling on a park zone street that has been designated for the posted reduced speed.

(c) On any day when children are present and within 50 feet of motorized traffic, any driver traveling on a park zone street who fails to come to a complete stop at a stop sign or red light, including a driver who fails to come to a complete stop at a red light before turning right onto a park zone street, is in violation of this Section.

(d) This Section does not apply unless appropriate signs are posted upon park zone streets maintained by the Department or by the unit of local government in which the park zone is located. With regard to the special speed limit on park zone streets, the signs must give proper due warning that a park zone is being approached and must indicate the maximum speed limit on the park zone street.

(e) A first violation of this Section is a petty offense with a minimum fine of $250. A second or subsequent violation of this Section is a petty offense with a minimum fine of $500.

(f) When a fine for a violation of this Section is imposed, the person who violates this Section shall be charged an additional $50, to be paid to the park district for safety purposes.

(g) The Department shall, within 6 months of the effective date of this amendatory Act of the 94th General Assembly, design a set of standardized traffic signs for park zones and park zone streets, including but not limited to: "park zone", "park zone speed limit", and "warning: approaching a park zone". The design of these signs shall be made available to all units of local government or manufacturers at no charge, except for reproduction and postage.

(Source: P.A. 94-808, eff. 5-26-06.)

STEP 1 ADOPTING AN ORDINANCE

The first step in establishing and enforcing Safe Park Zones is to draft and adopt a municipal ordinance.

The language of these ordinances varies depending on whether or not a community is established as a home rule authority. Municipalities with home rule authority may choose to draft and adopt a version of the ordinance that varies from the state statute with regards to fine structure and application of monies collected so as to allow more flexibility. See samples below.

Sample #1: Ordinance for Non-Home Rule Authorities

In this example, the municipality simply designates the street segments upon which it is establishing Safe Park Zones and then applies the state law as defined in the Illinois Compiled Statutes.

[MUNICIPAL CODE CHAPTER AND SECTION]

For the purposes of this section and 625 ILCS 5/11-605.3, the following streets are designated park zone streets with maximum speed limit of 20 miles per hour when children are present. The penalties for violation of speed limits, stop signs, and traffic control devices shall be issued in accordance with 625 ILCS 5/11-605.3

[Insert list of street segments]

Sample #2: Ordinance for Home Rule Authorities

In lieu of adopting the ILVC Safe Park Zones statute, some municipalities with home rule authority may simply lower speed limits to 20 MPH on their selected park zone streets, using the approved IDOT park zone signs. Citations issued in this scenario would be standard speeding violations. While this strategy will not generate specific funds for safety improvements, it will still lower speeds, raise awareness, and increase safety around parks.

[INSERT MUNICIPAL CODE CHAPTER AND SECTION] PARK ZONE STREETS AND SPEED LIMITS

A. As used in this section "Park Zone Street" means any portion of any street or intersection adjacent to or within a Park Zone that has been established as a Park Zone Street in Section D of this ordinance where appropriate signs have are posted by the [Municipality].

B. Between the hours of 7:00 a.m. and 8:00 p.m., Monday thru Sunday, no person shall drive a motor vehicle at a speed in excess of twenty (20) miles per hour, or any lower posted speed limit, while traveling on a Park Zone Street.

C. This Section does not apply unless appropriate signs are posted upon Park Zone Streets maintained by the Department or by the unit of local government in which the park zone is located.

D. For purposes of this chapter the following streets are designated Park Zone Streets:

[Insert list of street segments]

STEP 2 ESTABLISHING A FUNDING STREAM

Municipalities will need to establish a funding stream to ensure that monies collected from Safe Parks Zone violations are routed to the appropriate park districts for use in improving safety around the parks.

Agencies should partner to establish goals and ensure that fees are used for appropriate safety improvements, as prescribed by the language of the ordinance.

Municipalities that adopt a version of the ordinance under home rule authority and who adjudicate their own traffic violations will need to establish a funding stream in accordance with their own municipal rules and regulations.

Municipalities in which traffic violations are adjudicated by the Circuit Court of Cook County can expect revenues to be disbursed as follows: Whenever a police officer issues a ticket for a violation under the state law (625 ILCS 5/11-605.3), and the traffic court assesses the fee, the Office of the Clerk of the Circuit Court will deposit the money into a disbursement "fund" where funds will accumulate prior to periodic disbursements to the municipality that issued the ticket. Note, this only applies to the "additional $50.00" referenced in subsection (f) of the Illinois Vehicle Code.

Additional questions about collection and disbursement of funds from the Circuit Court of Cook County should be directed to: General Counsel, Office of the Clerk of the Circuit Court of Cook County, (312) 603-6946

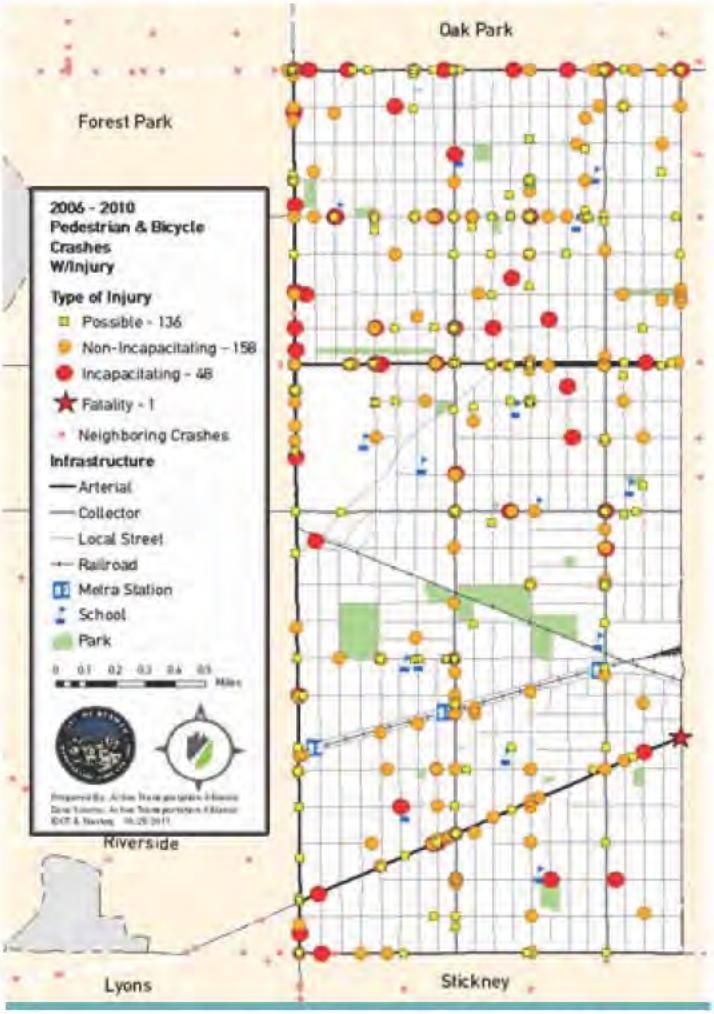
STEP 3 INSTALLING SIGNS

When a Safe Park Zone speed limit is established, Illinois state law requires the adopting municipality or park district to install certain signage assemblies in a specific order before the Safe Park Zone penalties for speeding and traffic signal violations can be legally enforced.

Funding

Some communities may not have the resources to sign all their Safe Park Zone streets at the time of their establishment under local ordinance. However, accumulation of revenue from Safe Park Zone traffic fines may be used to purchase and install signs for those areas incrementally over a number of years. When this is the case, it is recommended that communities analyze pedestrian and bicycle crash data as well as police records of traffic violations issued in order to select priority streets for signage.

PHOTO: Safe Routes to School



One way to prioritize locations for Safe Park Zones is to map and analyze bicycle and pedestrian crash data for hot spots.

PHOTO: Active Transportation Alliance

Signage Placement Guidelines

The Illinois Department of Transportation (IDOT) requires the installation of signage in a specific sequence in order to designate a Safe Park Zone. The "Safe Park Zones Signage Placement" illustration on page 19 demonstrates an overview of placement requirements.

Each section of roadway designated as a Safe Park Zone will require a **PARK ZONE, W15-I100 sign** (Figure A, pg 12 in Safe Park Zone Signage section) to be installed in advance of the Safe Park Zone street segment to inform road users that they are approaching a Safe Park Zone.

Following this, a **SPEED ZONE AHEAD** assembly, also in advance of the zone is required. This assembly shall consist of a fluorescent yellow-green **W3-5 sign** (Fig. B, pg 13) or **W3-5a sign** (Fig. C, pg 14) with the **W15-I100p plaque** (Fig. D, pg 15) mounted beneath.

Finally, at the entrance to the new speed zone itself the **PARK ZONE SPEED LIMIT WHEN CHILDREN ARE PRESENT, R2-I108** (Fig. E, pg 16) assembly shall be used. Within the Safe Park Zone street segment, there is no minimum requirement for spacing of additional speed limit signs, but IDOT recommends approximately every two to four blocks (650 – 1,300 feet).

The location and spacing of the PARK ZONE sign approaching the Safe Park Zone, in relation to the SPEED ZONE AHEAD assembly, should be based on engineering judgment, but IDOT recommends spacing of at least 100 feet between signs. The PARK ZONE SPEED LIMIT WHEN CHILDREN ARE PRESENT assembly must always be installed at the exact boundaries of where the speed limit is in effect. For more information on national minimum standards for the placement of warning signs, see Table 2C-4 of the National Manual on Uniform Traffic Control Devices. These values can be adjusted so that proposed signs do not interfere with driveways, entrances, etc.

(Excerpted From) Illinois Manual on Uniform Traffic Control Devides

SECTION 2B.I70 (ILLINOIS) PARK ZONE SPEED LIMIT SIGNS

Support: Section 5/11-605.3 of the Illinois Vehicle Code allows local agencies to establish Park Zones and Park Zone Speed Limits by ordinance or resolution on streets and highways under their jurisdictions which abut parks.

Standard: The PARK ZONE SPEED LIMIT 20 WHEN CHILDREN ARE PRESENT sign (R2 I108) shall be used by local agencies in establishing park zone speed limits authorized by Section 5/11-605.3 of the Illinois Vehicle Code (see also Sec. 2C.30 (Illinois)). The R2-I108 sign shall not be used on roadways under the jurisdiction of the Illinois Department of Transportation.

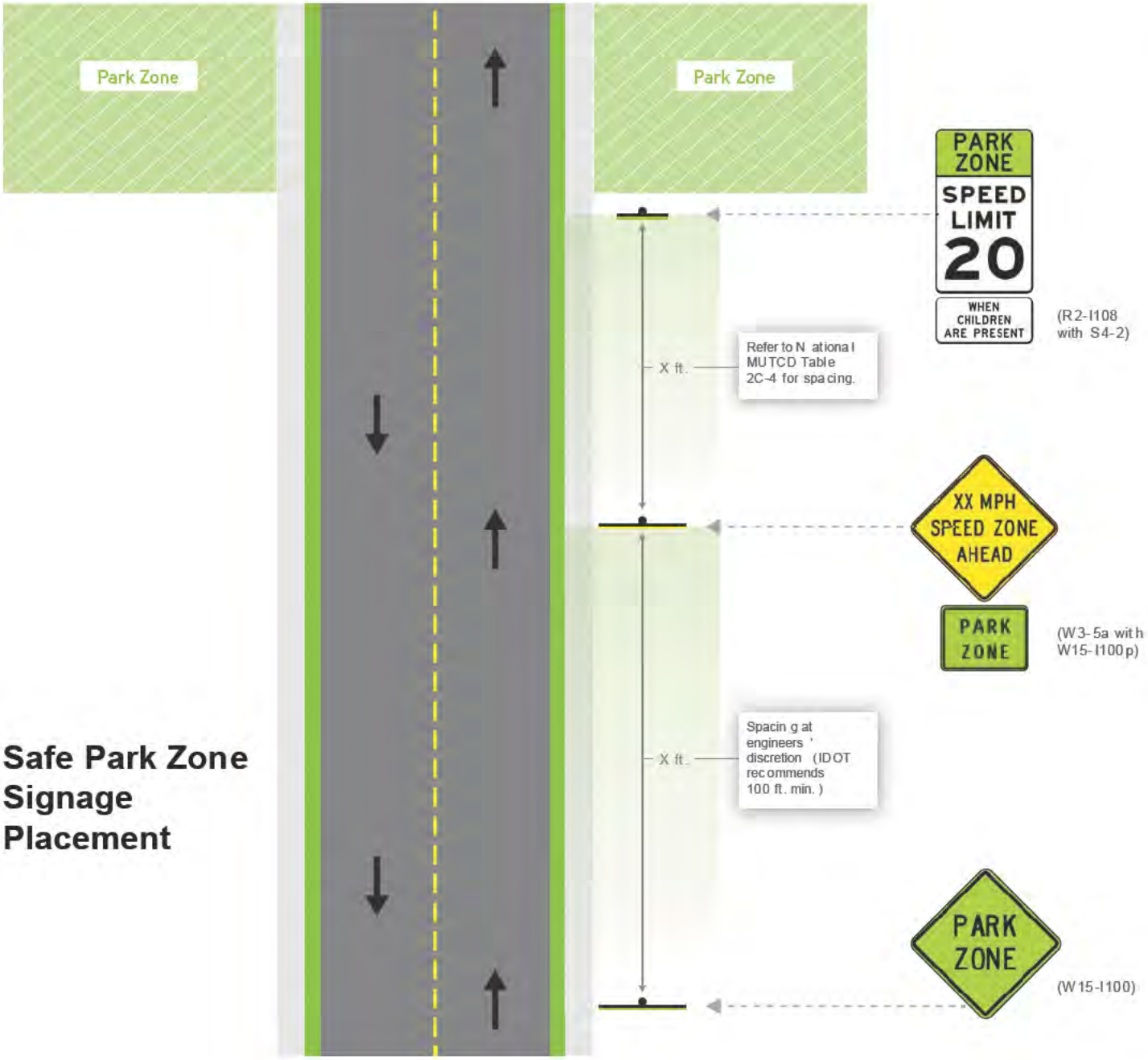
Guidance: Any municipality or park district requesting to establish a park zone or park zone speed limit on streets and highways not under their jurisdiction should consult with the agency having jurisdiction over those roads.

Option: If the local ordinance or resolution establishing a Park Zone Speed limit includes the hours the limit is in effect, the hours may be included on the lower portion of the PARK ZONE SPEED LIMIT sign (R2-I108) such as "8 AM - 8 PM WHEN CHILDREN ARE PRESENT."

SECTION 2C.I70 (ILLINOIS) PARK ZONE SIGN (W15-I100)

Standard: A Park Zone (W15-I100) sign shall be used by local agencies to inform road users of a park zone. It shall be located in advance of any Reduced Speed Limit Ahead (W3-5, W3-5a) sign in advance of a park zone (see Sec. 2C.38).

Option: The sign may also be used alone in advance of park zones which have been established by local agencies but where park zone speed limits have not been established. It may also be used alone on streets and highways under the jurisdiction of the Illinois Department of Transportation which abut parks where local agencies have established park zones along their abutting streets.



Safe Park Zone Signage Placement

STEP 4 EDUCATE THE PUBLIC AND BUILD SUPPORT

An education campaign should be undertaken to build public support for the law and to inform and educate the public, community organizations, law enforcement, and the courts about the new laws, their importance, and the expected outcomes.

Phase 1: Building Consensus

BEGIN by connecting with stakeholders in order to build community support and provide political cover for the municipal government and law enforcement agencies tasked with enforcing the new law.

MAKE AN EFFORT to build a consensus of support for the new Safe Park Zones by doing outreach with local community groups, churches, and youth and senior citizen service providers who use the affected areas around the park.

ESTABLISH a partnership between these groups and the park district, municipality, and law enforcement. It may be useful to create a document that expresses the combined community support for the law to be endorsed by all the above-mentioned parties for use in future media and outreach efforts.

Phase 2: Educating Law Enforcement

Law enforcement is a key player in informing and educating the public about the new Safe Park Zones.

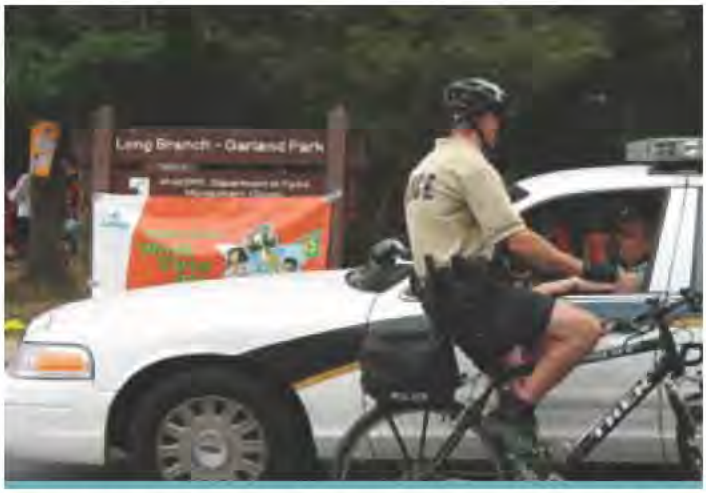
To this end, make sure that law enforcement officers are trained and educated about the new law, the location of the Safe Park Zones, and how to issue tickets for these violations, and make sure that law enforcement activities are incorporated into public education efforts.

Also provide officers with talking points for how to respond to public concerns and questions about the law. These talking points should focus on the safety of vulnerable road users and parks as priority destinations for children and families who are biking and walking.

Also remind officers the Safe Park Zone speed limit is in effect "when children are present" within 50 feet of the roadway, providing them with flexibility of enforcement.

Build community support by connecting with shareholders, conducting outreach with local community and establishing a partnerships.

PHOTO: Climate Action Programme



A strong commitment to enforcement is the key to effective Safe Park Zones.

PHOTO: National Center for Safe Routes to School

Educate the Public and Build Support

Hold highly publicized education and enforcement events conducted by local law enforcement.

PHOTO: National Center for Safe Routes to School

Media and enforcement events can serve as opportunities to educate the public about the new law and to create awareness about pedestrian safety.

PHOTO: Streets Blog

• Phase 3: Educate and Inform the Public

Provide the public with information about the new laws before issuing citations. At minimum, issue a press release about the new law, its purpose, and the locations of the Safe Park Zones. Announcements and information about the Safe Park Zone law should also be posted on the municipal, police, and park district websites, as well as on any social networking sites for all of the above-listed agencies.

Another great way to kick off the new initiative is to hold highly publicized education and enforcement events conducted by local law enforcement. These events will provide motorists with information about the new law before routine enforcement begins. Be sure to conduct events on a day when children are in and around the park. At these events, officers should:

- Place a sign in advance of the park zone indicating that a Safe Park Zones speed limit education and enforcement event is in effect.
- Stop all motorists violating the new 20 mph speed zone or disobeying traffic signals or signs within the zones.
- Focus on issuing warnings, informing motorists of the new law and its purpose. Distribute safety literature to violators. Citations should only be issued for serious infractions at the officers' discretion.

Approach these events as opportunities to educate the public about the new law and to create awareness about pedestrian safety. Ensuring media coverage is a great way of garnering more public awareness. With television coverage, safety messages can reach millions throughout the region.

• Phase 4: Educate the Judges

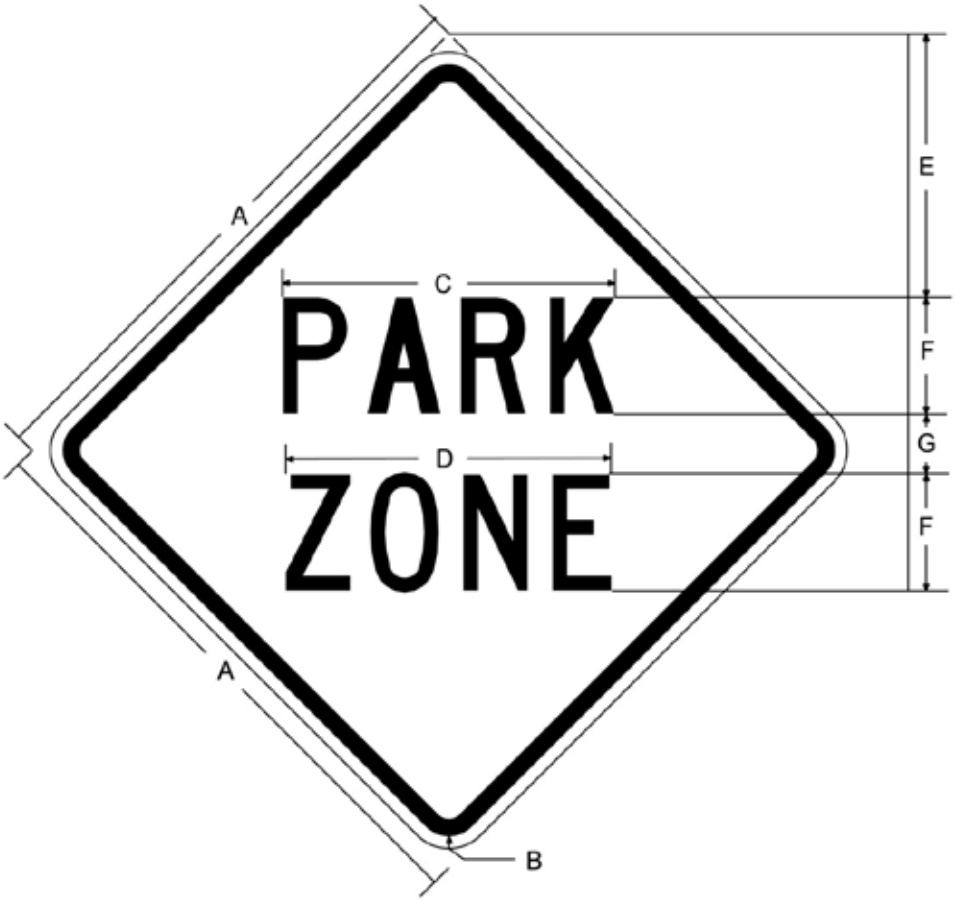
The courts will need to uphold the fines in order for the law to be as effective as possible. Make sure that judges who will be hearing these cases are contacted by the appropriate agencies to inform them of the new law, its purpose, and importance. Provide these judges with the document of support referenced in Step 1 "Building Consensus" as a way of encouraging judges to uphold the new law and impose the full fines.

• Phase 5: Routine Enforcement

After an appropriate education and awareness campaign period has been completed, officers should switch from education mode to routine enforcement, issuing tickets for violations.

Figure A: Park Zone, W15-I100 Sign

ILLINOIS STANDARD
W15-I100



COLOR	LEGEND AND BORDER	BLACK	NON-REFLECTORIZED
	BACKGROUND	YELLOW/GREEN	REFLECTORIZED

SIGN SIZE	DIMENSIONS						
	A	B	C	D	E	F	G
30 X 30	30.00	2.25	16.90	16.60	12.40	6.00	3.00
36 X 36	36.00	2.25	22.50	22.10	15.40	8.00	2.20

SIGN SIZE	SERIES BY LINE		MARGIN	BORDER
	1	2		
30 X 30	6C	6C	0.625	0.875
36 X 36	8C	8C	0.625	0.875

All dimensions in inches. Sign not to scale.

SIGN: Illinois Manual on Uniform Traffic Control Devices

Figure B: Speed Zone Ahead W3-5 Sign

A	B	C	D	E	F	G
36	.625	.875	10	12	9	15
48	.75	1.25	11.75	18	10.75	19.25

H	J	K	L	M	N	P
9	9	2.25	2	3 E	1	12 C
12	12	3	2.25	4 E	1.25	15 C

Q	R	S	T	U	V
7	5.46	7.126	.375	.625	2.25
9.327	7.279	9.258	.375	.625	3

WARNING SIGN COLORS:

BORDER & ARROW – BLACK
SYMBOL – SEE R2-1
BACKGROUND – YELLOW (RETROREFLECTIVE)

TTC COLORS:

BORDER & ARROW – BLACK
SYMBOL – SEE R2-1
BACKGROUND – ORANGE (RETROREFLECTIVE)

2-27

SIGN: National Manual on Uniform Traffic Control Devices

Figure C: Speed Zone Ahead W3a-5 Sign

W3-5a
SPEED REDUCTION (ENGLISH)

W3-5a
SPEED REDUCTION (METRIC)

*Series 2000 Standard Alphabets.

	A	B	C	D	E	F	G	H	J	K
	30	.5	.75	2	4 C	3	13.5	6.985	2.7 C	1.875
C	36	.625	.875	2.5	5 C	3.625	16.892	8.726	3.4 C	2.25
	48	.75	1.25	3.5	7 C	4.625	23.657	12.209	4.7 C	3
	60	.75	1.25	4	8 C	6	27.019	13.944	5.4 C	3

WARNING SIGN COLORS:
LEGEND – BLACK
BACKGROUND – YELLOW (RETROREFLECTIVE)

TTC SIGN COLORS:
LEGEND – BLACK
BACKGROUND – ORANGE (RETROREFLECTIVE)

2-28

SIGN: National Manual on Uniform Traffic Control Devices

Figure D: Park Zone, W15-I100p Sign

W15-I100p;
1.5" Radius, 0.6" Border, 0.4" Indent, Black on Bright yellow green;
"PARK" D; "ZONE" D;

SIGN: Illinois Manual on Uniform Traffic Control Devices

Figure E: Park Zone Speed Limit When Children Are Present

ILLINOIS STANDARD

R2-I108

S4-2
Placement Shown

Federal Standard S4-2 shall be used on lower portion of sign. If local ordinance or resolution includes hours those may be included as well and placed on lower portion. Example: (8 AM - 8 PM)

COLOR	LEGEND AND BORDER	BLACK	NON-REFLECTORIZED
	BACKGROUND (TOP)	YELLOW/GREEN	REFLECTORIZED
	BACKGROUND (BOTTOM)	WHITE	REFLECTORIZED

SIGN SIZE	DIMENSIONS													
	A	B	C	D	E	F	G	H	J	K	L	M	N	O
24 X 42	24.00	42.00	1.50	14.00	13.20	19.20	15.00	18.40	1.90	4.00	1.00	3.60	2.00	10.00
36 X 60	36.00	60.00	3.00	20.80	19.80	28.80	22.40	27.40	2.30	6.00	1.50	4.00	3.00	15.00

SIGN SIZE	SERIES BY LINE					MARGIN	BORDER
	1	2	3	4	5		
24 X 42	4D	4D	4E	4E	10E	0.375	0.625
36 X 60	6D	6D	6E	6E	15E	0.625	0.875

All dimensions in inches. Sign not to scale.

SIGN: Illinois Manual on Uniform Traffic Control Devices

REFERENCES

"Children Living Near Green Spaces Are More Active," American Heart Association, 2009; Marie Lamber, Yan Kestens, Lise Gauvin, Andraea Van Hulst and Mark Daniel.

"Parks, Playgrounds and Active Living," Robert Wood Johnson Foundation, February, 2010; http://www.activelivingresearch.org/files/Synthesis_Mowen_Feb2010.pdf

Manual on Uniform Traffic Control Devices for Streets and Highways, U.S. Department of Transportation and Federal Highway Administration, 2009;
http://mutcd.fhwa.dot.gov/pdfs/2009/mutcd2009edition.pdf

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(6 5 ILCS 5/11 605)

Sec 11 605 Special traffic protections while passing parks and recreation facilities and areas.

(a) As used in this Section:

(1) "Park district" means the following entities:

(A) any park district organized under the Park District Code;

(B) any park district organized under the Chicago Park District Act; and

(C) any municipality, county, forest district, school district, township, or other unit of local government that operates a public recreation department or public recreation facilities that has recreation facilities that are not on land owned by any park district listed in subparagraphs (A) and (B) of this subdivision (a)(1).

(2) "Park zone" means the recreation facilities and areas on any land owned or operated by a park district that are used for recreational purposes, including but not limited to: parks; playgrounds; swimming pools; hiking trails; bicycle paths; picnic areas; roads and streets; and parking lots.

(3) "Park zone street" means that portion of any street or intersection under the control of a local unit of government, adjacent to a park zone, where the local unit of government has, by ordinance or resolution, designated and approved the street or intersection as a park zone street. If, before the effective date of this amendatory Act of the 94th General Assembly, a street already had a posted speed limit lower than 20 miles per hour, then the lower limit may be used for that park zone street

(4) "Safety purposes" means the costs associated with: park zone safety education; the purchase, installation, and maintenance of signs, roadway painting, and caution lights mounted on park zone signs; and any other expense associated with park zones and park zone streets.

(b) On any day when children are present and within 50 feet of motorized traffic, a person may not drive a motor vehicle at a speed in excess of 0 miles per hour or any lower posted speed while traveling on a park zone street that has been designated for the posted reduced speed.

(c) On any day when children are present and within 50 feet of motorized traffic, any driver traveling on a park zone street who fails to come to a complete stop at a stop sign or red light, including a driver who fails to come to a complete stop at a red light before turning right onto a park zone street, is in violation of this Section.

(d) This Section does not apply unless appropriate signs are posted upon park zone streets maintained by the Department or by the unit of local government in which the park zone is located. With regard to the special speed limit on park zone streets, the signs must give proper due warning that a park zone is being approached and must indicate the maximum speed limit on the park zone street.

(e) A first violation of this Section is a petty offense with a minimum fine of $250. A second or subsequent violation of this Section is a petty offense with a minimum fine of $500.

(f) (Blank).

(g) The Department shall, within 6 months of the effective date of this amendatory Act of the 94th General Assembly, design a set of standardized traffic signs for park zones and park zone streets, including but not limited to: "park zone", "park zone speed limit", and "warning: approaching a park zone". The design of these signs shall be made available to all units of local government or manufacturers at no charge, except for reproduction and postage

(Source: P.A. 100-987, eff. 7-1-19.)