

Public participation is invited prior to the commission's deliberation. **When called upon, please approach the microphone and state your name and the address where you live. Kindly limit your remarks to three (3) minutes.**

VILLAGE OF VILLA PARK

**Village Hall
20 S. Ardmore Avenue
Villa Park, IL 60181**

Traffic and Safety Commission

January 2, 2024

8:00 PM

Chairperson J. Pienkos

Commissioners: Jack Cuthbertson, Joseph DeTomaso, Vicki Flaskamp, Edward McMurray, Carl Timmerman, Karen Timmerman, and Bob Wagner

Please Note: The commission created herein shall act in an advisory capacity to the corporate authorities in all matters of traffic and safety which are referred to the commission or which are initiated or investigated by the commission on its own motion.

- 1. Call to Order**
- 2. Roll Call**
- 3. Amendments to the Agenda**
- 4. Public Comments on Agenda Items**
- 5. Public Comments on Non-Agenda Items**
- 6. Presentations**
 - a. Report of the Bike, Pedestrian, and Transit Subcommittee
- 7. Approval of Minutes**
 - a. Consider approval of pending minutes from the Traffic and Safety Commission meeting held on November 7, 2023
- 8. Old Business**
 - a. Item No. 897 - On-street accessible parking
- 9. New Business**
- 10. Commissioner Comments**
- 11. Chairperson Comments**
- 12. Village Board Liaison Comments**
- 13. Village Staff Comments**

14. Adjournment

The Villa Park Village Hall is subject to the requirements of the Americans with Disabilities Act of 1990. An elevator is operational at the north side entrance to the Village Hall during normal work hours and also during evenings. Individuals with special needs are requested to contact the Village's Compliance Officer at (630) 834-8500 so that reasonable accommodations can be made for those persons.



MEMORANDUM

TO: Traffic and Safety Commission
FROM: Kevin Mantels, Civil Engineer
DATE: January 2, 2024
SUBJECT: Report of the Bike, Pedestrian, and Transit Subcommittee

RECOMMENDED ACTION:

BACKGROUND:

DISCUSSION:



MEMORANDUM

TO: Traffic and Safety Commission
FROM: Kevin Mantels, Civil Engineer
DATE: January 2, 2024
SUBJECT: Consider approval of pending minutes from the Traffic and Safety Commission meeting held on November 7, 2023

RECOMMENDED ACTION:

BACKGROUND:

DISCUSSION:

VILLAGE OF VILLA PARK

Village Hall, Board Chambers

20 South Ardmore Avenue

Villa Park, Illinois 60181

Traffic and Safety Commission

November 7, 2023

8:00 PM

Chairperson J. Pienkos

Commissioners Jack Cuthbertson, Vicki Flaskamp, Edward McMurray,
Carl Timmerman, Karen Timmerman, Bob Wagner

MINUTES OF THE MEETING HELD IN VILLAGE HALL BY THE TRAFFIC AND SAFETY COMMISSION OF THE VILLAGE OF VILLA PARK ON NOVEMBER 7, 2023

1. Call to Order.

Chairperson Pienkos called the meeting to order at 8:04 p.m.

2. Roll Call.

Ex-Officio Guerra called the roll.

PRESENT: Cuthbertson, Flaskamp, McMurray, Pienkos, C. Timmerman, K. Timmerman,
Wagner.

ABSENT: None.

Staff Present: Michael Guerra, Director of Public Works; Jesus Landa, Police Sergeant.

Board Present: None.

Others Present: None.

3. Amendments to the Agenda.

Motion to add an item to the agenda entitled "Operation of the commission" was made by Commissioner Wagner and seconded by Commissioner Flaskamp. Voice vote passed with all ayes.

Motion carried.

New item "Operation of the commission" added to the agenda under New Business.

4. Public Comments on Agenda Items.

None.

5. Public Comments on Non-Agenda Items.

None.

6. Presentations.

6a. Report of the Bike, Pedestrian, and Transit Subcommittee.

Commissioner Wagner gave a report of the Bike, Pedestrian, and Transit Subcommittee. Commissioner Wagner mentioned that the subcommittee had met in July, August, and September, and that the last meeting of the subcommittee was on Thursday, 10/26/2023.

Topics included the Railroad Grade Separation Feasibility Study, a bike valet at Brewfest, the Bicycle Friendly Community application, a public survey related to the Bicycle Friendly Community application, the Village of Villa Park Comprehensive Plan Update, the Comprehensive Plan Do-It-Yourself (DIY) Community Workshop, Pace Bus Route 313 and Regional Transportation Authority (RTA) ridership data, a bike to school day, the Village Avenue Improvement Project, construction of the Tri-Trail Connector Project, the DuPage Trails Plan, and an app called Strava Metro that collects data on the use of pedestrian and bicycle facilities.

6b. Railroad Grade Separation Feasibility Study Update.

Ex-Officio Guerra made a presentation of the Railroad Grade Separation Feasibility Study. Following the presentation, commissioners discussed several questions they had about the study with Ex-Officio Guerra.

A copy of the PowerPoint presentation is attached to these minutes.

7. Approval of Minutes.

7a. Consider approval of pending minutes from Traffic and Safety Commission meeting held on July 11, 2023.

Motion to approve the minutes of the Traffic and Safety Commission meeting held on July 11, 2023, was made by Commissioner Wagner and seconded by Commissioner C. Timmerman. Voice vote passed with all ayes.

Motion carried.

8. Old Business.

8a. Item No. 893 – Parking restrictions and striping on South Villa Avenue north of Madison Street.

Chairperson Pienkos noted that the ordinance had been adopted by the Village Board and asked if there was interest in closing the agenda item.

Motion to close Item No. 893 was made by Commissioner McMurray and seconded by Commissioner Wagner. Voice vote passed with all ayes.

Motion carried.

Item closed.

8b. Item No. 894 – Striping and signage for the crosswalk on Jackson Street at Leslie Lane.

Commissioners discussed that the striping and signage had been installed and that the item was now complete.

Motion to close Item No. 894 was made by Commissioner C. Timmerman and seconded by Commissioner K. Timmerman. Voice vote passed with all ayes.

Motion carried.

Item closed.

8c. Item No. 897 – On-street accessible parking.

Commissioners again discussed the resident's request at length.

Commissioner Wagner noted that he had contacted several other area municipalities to determine how they handle these situations, and reported that there was no consistent policy or procedures for addressing these types of requests.

Commissioners discussed that they were generally in agreement that this particular request for an accessible parking space did not warrant approval, but questioned whether the commission should pursue the topic in preparation for similar requests that might be received in the future.

Commissioners agreed that the item would be left on the agenda for further discussion at the next commission meeting.
Item pending.

9. New Business.

9. Operation of the commission.

Chairperson Pienkos asked Commissioner Wagner if he would like to discuss the new item. Commissioner Wagner stated that he would like to discuss the commission budget, noted that he had been informed by Finance Director Howard that the commission's budget for 2023 was \$2,200, and that to date the commission had not spent any funds. Commissioner Wagner noted that the commission used to have two staff members assigned, including a staff liaison and a commission secretary, but that since the commission secretary had left there were issues with the commission receiving draft minutes in a timely manner. Commissioner Wagner asked if the commission's budget could be used to hire a new commission secretary to attend meetings and take the minutes.

Chairperson Pienkos responded that he would like to have an opportunity to discuss further with the Village Manager's office before responding.

Commissioner Cuthbertson requested the information regarding the commission's budget. Commissioner Wagner stated that he would like to discuss commission membership, noted that village ordinance states that the commission is supposed to have nine members, and that village ordinance states that commissioners may be removed from the commission if they do not fulfill their duties. Commissioner Wagner asked if unexcused absences are tracked and Chairperson Pienkos responded that they are. Commissioner Wagner stated that he had sent an email regarding a commission meeting that was cancelled due to lack of a quorum but that he had not received a response. Chairperson Pienkos responded that the meeting had to be cancelled because one commissioner became sick and another commissioner was held up at work.

Commissioner Wagner asked what efforts were taking place to recruit more commissioners. Chairperson Pienkos responded that he was awaiting information from the Village Manager's office as to the possibility of the Village President appointing new members to the commission. Chairperson Pienkos added that if there was anyone who might be interested that they should be asked to fill out an application.

Commissioner Wagner mentioned the Village of Villa Park Comprehensive Plan Update and the associated Do-It-Yourself (DIY) Community Workshop. He stated that the Environmental Concerns Commission had completed the workshop, but that the Bike, Pedestrian, and Transit Subcommittee had been interested in holding a joint workshop with the Traffic and Safety Commission. Commissioner Wagner stated that he had sent multiple emails regarding the community workshop and had not received any response.

Chairperson Pienkos responded that he had asked Ex-Officio Mantels to look into this further and report back and that he was awaiting additional information. Chairperson Pienkos stated that to date he had not received any communication from the Village Manager's office or from other village staff regarding the comprehensive plan workshop.

Commissioner Wagner asked where emails that are sent to trafficandsafety@invillapark.com are routed. Chairperson Pienkos responded that they typically go to the Village Manager's office or to other village staff and are then forwarded along as necessary.

9a. Appointment of a chairperson of the commission.

Chairperson Pienkos stated that the commission was required to appoint a chairperson every two years and asked if any of the commissioners were interested.

Commissioner Wagner nominated Commissioner Flaskamp. Commissioner Flaskamp declined the nomination.

Chairperson Pienkos asked if any of the other commissioners were interested. Chairperson Pienkos also noted that he would be willing to continue as Chairperson.

Commissioner K. Timmerman nominated Commissioner Pienkos.

Roll call vote tallied five (5) ayes made by Commissioners Cuthbertson, McMurray, C. Timmerman, K. Timmerman, and Flaskamp; and one (1) vote of present by Commissioner Wagner. There were no nays.

Commissioner Pienkos elected chairperson of the commission for a term of two years.

New item(s).

None.

10. Commissioner Comments.

Commissioner McMurray had no report or recommendations.

Commissioner C. Timmerman advised that December would be a busy month for him but that he would do his best to be present for the December commission meeting.

Commissioner K. Timmerman had no report or recommendations.

Commissioner Cuthbertson had no report or recommendations.

Commissioner Flaskamp wished everyone a Happy Thanksgiving, stated that she hoped everyone would be able to attend Joyful Traditions, and mentioned that she might not be able to attend the December commission meeting.

Commissioner Wagner noted that he received an email from a resident who lives at Ardmore and Washington and that he had forwarded it to Chairperson Pienkos and Ex-Officio Mantels but had not received a response. The resident noted that he had witnessed motorists, including many motorcycles, violating stop signs at the intersection of Ardmore and Washington and elsewhere in the village. Commissioner Wagner stated that he encouraged the resident to send an email to trafficansafety@invillapark.com. Commissioners discussed that an increased police presence would be beneficial and asked Sergeant Landa if that would be possible. Sergeant Landa asked if there were any particular days or times when these violations were occurring. Commissioner Wagner responded that he would contact the resident to inquire.

11. Chairperson Comments.

Chairperson Pienkos hoped everyone would have wonderful family time with loved ones at Thanksgiving, and stated that he hoped that everyone could attend the December commission meeting.

12. Village Board Liaison Comments.

None.

13. Village Staff Comments.

Ex-Officio Guerra noted that the village was wrapping up several construction projects, and thanked the commission for allowing him to present on the Railroad Grade Separation Feasibility Study.

14. Adjournment.

Motion to adjourn was made by Commissioner C. Timmerman and seconded by Commissioner McMurray. Voice vote passed with all ayes.

Motion carried.
Meeting adjourned at 9:43 p.m.

Respectfully submitted,

Kevin L. Mantels
Assistant Village Engineer

Next Meeting is scheduled for December 5, 2023.

DRAFT

Villa Park | Grade Separation Feasibility Study Project Status Meeting

September 11, 2023

CDM
Smith

Page 1

Villa Park

Agenda

- Study overview
- Existing conditions analysis
- Survey results
- Concept development process
- Assessment of impacts and benefits
- Open discussion/questions
- Next steps

Villa Park | Grade Separation Feasibility Study

CDM
Smith

Page 2

Study Overview

The intent of the study is to assess the nature and demand of user access across the Union Pacific Railroad (UPRR) within the Village limits and to identify feasible means to grade separate permanent access for motorized and non-motorized users.

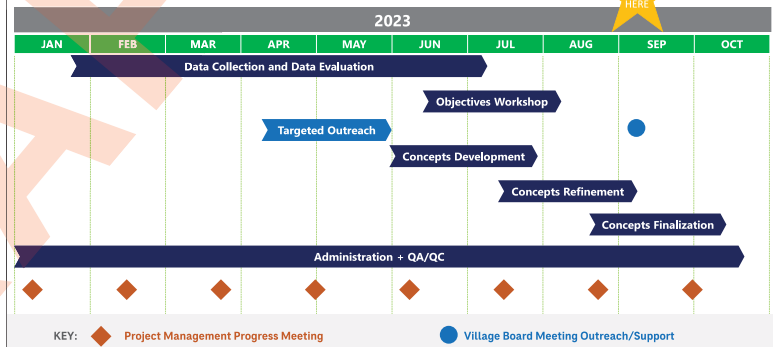


3 Villa Park | Grade Separation Feasibility Study

CDM
Smith

Page 3

Feasibility Study - Project Schedule



4 Villa Park | Grade Separation Feasibility Study

CDM
Smith

Page 4

Existing Conditions Review



Villa Park | Grade Separation Feasibility Study

CDM
Smith

Page 5

Local Traffic Profile

Westmore Ave.

- Local road
- No current crossing
- Two-lane cross section

Addison Rd.

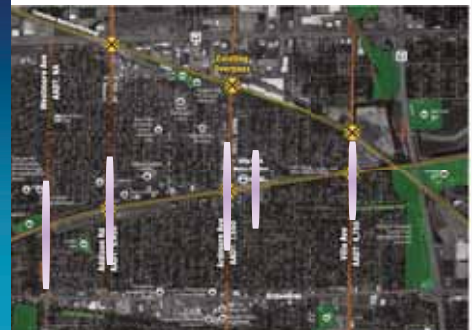
- Minor arterial
- ADT: 9450
- Four-lane cross section

Ardmore Ave.

- Major collector
- ADT: 7550
- Two-lane cross section

Villa Ave.

- Minor arterial
- ADT: 6200
- Two-lane cross section



6 Villa Park | Grade Separation Feasibility Study

CDM
Smith

Page 6

2018 Average Motorist Delay per Weekday

UPRR Line

- Average of 100 trains per day
- 59 Metra trains

Addison Rd.

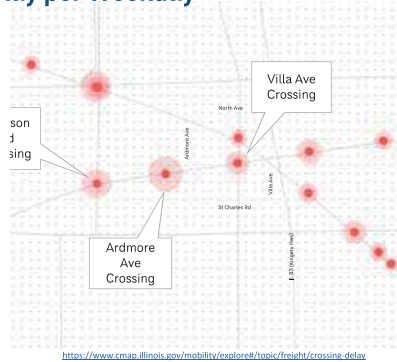
- 159.04 total hours of delay

Ardmore Ave.

- 133.90 total hours of delay

Villa Ave.

- 106.14 total hours of delay



*CMAP NEIL At-Grade Railroad Crossing Motorist Delay, 2018

<https://www.cmap.illinois.gov/mobility/explore8/topic/freight/crossing-delay>

5-Year Crash History

Vehicular Crash Data:

- Evaluated last 5 years of available crash data (2017-2021)
- 169 total crashes in the project area
- No fatalities



Environmental Screening Results



Source: Google Earth

- Low environmental risks
 - No critical habitats within the proposed project area
 - No Historic & Architectural Resources in study area
 - Low risk of flooding
- Potential environment issues
 - Potential 4(f) Impact at Iowa Community Center property (Addison) or North Terrace Park (Westmore)
 - North Terrace Park Freshwater Pond along Westmore Ave (Wetland)

Public Engagement



Online Survey Results – Key Take Aways

- No clear preferred location for improvements
- Share of respondents indicating “very concerned” or “concerned” for the following topics:
 - Emergency response times: **92%**
 - Vehicle delay: **91%**
 - Reliable travel times: **85%**
 - Bike/ped safety: **82%**
 - Bike/ped delay: **76%**
 - Vehicle safety: **69%**
 - Metra station access: **63%**
 - Air quality: **58%**
- Common themes in open-response items
 - Need for improved north-south vehicle access across railroad
 - Need for improved access to community destinations (e.g., Iowa Rec Center and schools)
 - Need for pedestrian crossing improvements at Metra station (potentially as under/overpass)
 - Poor pavement conditions at Villa Avenue crossing



Available through May 2023
Over 150 responses

Alternatives Development





Motorized Alternatives - Considerations

Overpass vs Underpass

- Underpass is generally more expensive
- Underpass typically has less impact on properties and access
- Both options have long lead times based on railroad coordination and approval



Proposed Roadway Section Alternatives



- Two Lanes
- Shared Ped/Bike Path



- Four Lanes
- Shared Ped/Bike Path

Assessment of Impacts and Benefits



Motorized Alternatives



Impacts to Property and Access: Addison Road

Left:

- Overpass

Right:

- Underpass



Impacts to Property and Access: Ardmore Avenue

Left:

- Overpass

Right:

- Underpass



Impacts to Property and Access: Ardmore Ave Underpass with Terrace

Left:

- Underpass

Right:

- Underpass w/ Terrace Connection



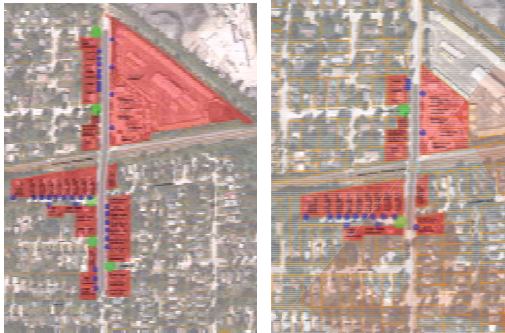
Impacts to Property and Access: Villa Ave

Left:

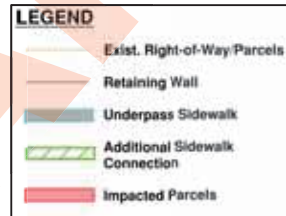
- Overpass

Right:

- Underpass



Non-Motorized Alternatives



Impacts to Property and Access: Addison Road

Left:

- Overpass

Right:

- Underpass



Impacts to Property and Access: Villa Park Metra Station

Top:

- Overpass

Bottom:

- Underpass



Impacts to Property and Access: Villa Avenue

Left:

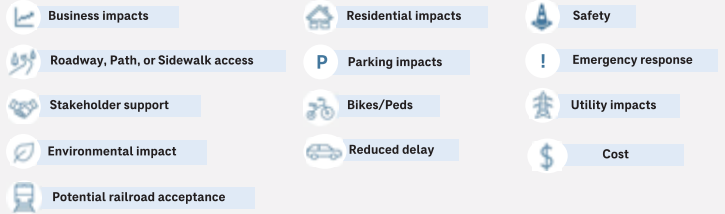
Overpass

Right:

Underpass



Evaluation criteria



Motorized Alternatives Summary – Addison Road

Benefits

- Improves location of highest average daily traffic
- Improves location highest recorded delay
- Provide better access to schools/public open space
- Improves opportunity for community connectivity/active transportation

Considerations

- Lack of connectivity of corridor
- Most expensive separation option
- Large impact to residential access
- Impact to church property



Source: Google Earth

Motorized Alternatives Summary – Ardmore Avenue

Benefits

- Connectivity of corridor
- Central to Villa Park
- Existing grade separation to the north
- Proximity to Metra Station
- Potential for transit-oriented development
- Improved emergency response
- Lowest parcel impact

Considerations

- Potential impact to lower income residents
- Potential environmental issue
- Impacts to planned development
- Access/parking impacts to Metra Station



Source: Google Earth

Motorized Alternatives Summary – Villa Avenue

Benefits

- Improves connection for Salt Creek Greenway Trail
- Less overall benefit

Considerations

- Highest impact to residential access (over and underpass)
- Lack of connectivity of corridor
- Lowest average daily traffic
- Close proximity to existing IL-83 grade separation
- Highest utility impacts



Source: Google Earth

Motorized Alternatives Summary - General

	Addison		Ardmore			Villa	
	Option 1A - Underpass	Option 1B - Overpass	Option 2A - Underpass	Option 2B - Underpass w/ Terrace Connection	Option 2C - Overpass	Option 3A - Underpass	Option 3B - Overpass
Parcel Impacts	>10	>30	>10	>10	>10	>20	>40
Utility Impacts	5	5	5	5	5	5	>5
Adjacent CN Grade Separation	N	N	Y	Y	Y	N	N
Potential Environmental Concern	N	N	Y	Y	Y	N	N
Street or alley impact	>1	>1	>1	1	>1	>1	>5
Parking Impacts (loss of on-street spaces)	0	0	>5	>5	>5	0	0
Construction Costs	\$40-60	\$20-40	\$30-50	\$40-60	\$15-30	\$40-50	\$20-40

Non-Motorized Alternatives Summary – Addison Road

Benefits

- Provide better access to schools/ public open space
- Improves opportunity for community connectivity/active transportation

Considerations

- Metra blockages less likely at this location
- More property impacts compared to Villa Ave due to apartment buildings south of the crossing
- Overpass option may conflict with the railroad overhead signal mast
- Users may continue to use at-grade crossing



Source: Google Earth

Non-Motorized Alternatives Summary – Villa Park Metra Station

Benefits

- Enable riders to cross over to the other side while trains are at the station
- Improved reliability potentially attracts more commuters to use the station
- Enhance safety by removing the existing at-grade crossing at the station
- Eliminates issues with Metra blockages

Considerations

- Need agreement with UP as there will be some impacts adjacent to the platforms



Non-Motorized Alternatives Summary – Villa Avenue

Benefits

- Better connect the Salt Creek trail

Considerations

- Metra blockages less likely at this location
- Trail users would still need to cross Villa Ave twice
- Users may continue to use at-grade crossing
- Potentially fewer users than Addison or Ardmore



Source: Google Earth



Source: Google Earth

Non-Motorized Alternatives Summary

	Non-Motorized Option Addison Rd		Non-Motorized Option Metra Station		Non-Motorized Option Villa Ave – West Side	
	Option 4A - Ped Underpass	Option 4B - Ped Overpass	Option 5A - Ped Underpass	Option 5B - Ped Overpass	Option 6A - Ped Underpass	Option 6B - Ped Overpass
Parcel Impacts	>4	>4	0	0	>1	>4
Utility Impacts	1	1	1	1	>1	>1
Potential Environmental Concern	N	N	N	N	N	N
Adjacent CN Grade Separation	N	N	N	N	N	N
Streets or alleys	0	0	0	0	0	0
Parking Impacts (loss of on-street spaces)	0	0	0	0	0	0
Construction Costs	\$10-15	\$7-12	\$10-15	\$7-12	\$10-15	\$7-12

Initial Recommendations



- Underpass options provide less impact
- Addison and Ardmore are preferred locations
- Staged implementation
- Coalition building

Open Discussion



Next Steps

- Document comments
- Finalize alternatives based on comments
- Develop final recommendations
- Identify next phase for potential improvements

Successful Implementation



- **Provide input to Villa Park Comprehensive Plan update**
 - Still unknown economic development potential
 - Avoid preclusion of any future development
- **Demonstrated Commitment and Funding Plan**
 - Identify funding opportunities to frame project purpose and need
 - Outline schedule of proposed funding opportunities
- **Move project into next phase of project (NEPA)**
 - Shows funding providers level of commitment
 - Allows for additional investigation for most feasible alternatives
 - Develop NEPA document with a tiered approach
 - Near term recommendation for Pedestrian Only Grade Separation
 - Potential longer term recommendation for Motorized grade separation



Thank you!



MEMORANDUM

TO: Traffic and Safety Commission
FROM: Kevin Mantels, Civil Engineer
DATE: January 2, 2024
SUBJECT: Item No. 897 - On-street accessible parking

RECOMMENDED ACTION:

Further discussion is recommended.

BACKGROUND:

The Village of Villa Park Traffic and Safety Commission received a request from a resident for an accessible parking space in front of their residence. Further discussion is recommended.

DISCUSSION:

Emails from the resident follow this memo.

Village of Villa Park Municipal Code of Ordinances

Chapter 14 – Motor Vehicles and Traffic

Article II. – Stopping, Standing, and Parking

Sec. 14-221. Parking spaces for handicapped.

It shall be prohibited to park any motor vehicle which is not bearing registration plates or handicap decals issued to a physically handicapped person, pursuant to Section 3-616 of the Illinois Motor Vehicle Laws or such devices as local authorities deem proper as evidence that the vehicle is operated by or for a handicapped person or disabled veteran, in any parking place specifically reserved by the posting of an official sign, for motor vehicles bearing such registration plates or decals.

(Ord. No. 2003, § 3, 11-23-81)

Sec. 14-223. Designated parking spaces for the handicapped.

It shall be unlawful to park any motor vehicle which is not bearing registration plates or handicapped decals issued to a physically handicapped person, pursuant to Section 3-616 of the Illinois Motor Vehicle Code or such devices as local authorities deem proper as evidence that the vehicle is operated by or for a handicapped person or disabled veteran, in any parking space designated at any of the following locations:

Ardmore Avenue, east side, from a point thirty-two (32) feet to seventy-four (74) feet south of the south right-of-way line of Vermont Street.

Central Boulevard, north side, from a point twenty-two (22) feet to thirty-nine (39) west of the west right-of-way line of Ardmore Avenue.

Central Boulevard, north side, from a point eighty-five (85) feet to one hundred nineteen (119) east of the east right-of-way line of Ardmore Avenue.

Central Boulevard, north side, from a point seven (7) feet to forty-one (41) west of the west right-of-way line of Cornell Avenue.

Central Boulevard, south side, from a point two hundred sixty-five (265) feet to two hundred eighty-two (282) west of the west right-of-way line of Ardmore Avenue.

Park Boulevard, south side, from a point thirty-two and five-tenths (32.5) feet east of the east right-of-way line of Ardmore Avenue to a point forty-four and five-tenths (44.5) feet east of the east right-of-way line of Ardmore Avenue.

(Ord. No. 2345, § 1, 5-15-89; Ord. No. 2668, § 2, 12-6-93; Ord. No. 2783, § 1, 8-14-95; Ord. No. 3189, §§ 6, 7, 7-14-03; Ord. No. 4020, § 10, 3-26-18; Ord. No. 4021, § 4, 3-26-18; Ord. No. 4151, § 7, 5-18-20)

From: Linda Johnson
Sent: Sunday, April 9, 2023 9:24:20 AM
To: McLaughlin, Marc <mmcLaughlin@invillapark.com>
Subject: Handicap parking sign

I live at 215 E Vermont St, Villa Park IL 60181 and have a permanent handicap placard. How do I go about getting a handicap parking sign in front of my house?

Thank you and happy Easter.

Sincerely,
Linda Johnson

From: Linda Johnson
Sent: Monday, May 8, 2023 12:54 PM
To: Mantels, Kevin <kmantels@invillapark.com>
Subject: Re: Handicap parking sign

The sign would go on Vermont St. The garage off of Fulton does not have sidewalk access to the front of the unit. There is only parking on the south side of the street and other cars park in front of my house making it harder for me to get to my house. I have multiple ambulating issues that require I walk short distances, especially if I am trying to get items from my vehicle to my home. If you need any further information, please feel free to reach out to me and I will have my physician draft a letter for the board.

Sincerely,
Linda Johnson
Sent from my iPhone

On May 8, 2023, at 11:42 AM, Mantels, Kevin <kmantels@invillapark.com> wrote:

Good morning Linda,

I apologize for the delay in responding to you. The Village's Traffic and Safety Commission discussed your request at their meeting last Tuesday, May 2nd, and they asked that staff reach out to you to obtain some additional information in order to better understand and respond to your request for on-street handicapped parking signs.

1. The commission noted that the property at 215 East Vermont Street has a side that faces Vermont Street, but that there also appears to be a driveway going to Fulton Avenue. Can you please confirm where you are asking that a handicapped parking space be located? Would it be on Vermont Street? Or would it be on Fulton Avenue?
2. Can you please provide the commission with an explanation as to why the on-street handicapped parking space is needed? The commission noted that there appears to be both a garage and several striped parking spaces on the property, and so there were questions from the commission as to how an on-street handicapped parking space would be beneficial compared with parking on the property.

Please let me know if there are any questions with regard to the above requests for additional information. Responses that are received will be forwarded to the commission for further review and discussion at their next meeting in June.

Regards,

Kevin L. Mantels, P.E.
Assistant Village Engineer

Village of Villa Park
Public Works Department
Engineering Division
P 630.834.8505 | F 630.834.8509
kmantels@invillapark.com

COVID-19 Vaccine

The COVID-19 vaccines are safe and effective, and are an important tool for ending the global pandemic. Vaccines protect you and the people around you, reducing the spread of COVID-19. Learn more at [Learn more at Chicago.gov/COVIDVax](https://www.chicago.gov/COVIDVax).



MENU

Finance

The Department of Finance is responsible for revenue collection, utility billing, tax and parking enforcement, administering employee payroll, benefits and safety; risk management and accounting and financial reporting.

[Home](#) / [Departments](#) / [Finance](#) / [Supporting Info](#) / [Revenue](#) / [Various Parking Permits Information & Application](#)
/ Residential Disabled Parking Signs Information

Residential Disabled Parking Signs Information

Residential Disabled Parking was established to provide disabled City residents with convenient and accessible parking in close proximity to their residences.

Requirements and Conditions :

Disabled individuals who apply for signs must meet the following conditions to qualify for a restricted parking space:

- The applicant must reside on a residential street that is zoned R-1 through R-5.
- The applicant must have either a current disabled Illinois license plate or a disabled placard issued by the Illinois Secretary of State.
- The applicant must reside at the location for which the signs are being requested.
- The applicant may not have access to off-street parking.
- The number of restricted parking spaces on the street does not exceed the maximum allowed on a residential street.

Fees

Sign installation and maintenance costs must be paid by the applicant.

- The application fee for the signs is \$70.00. This fee must be submitted with the application.
- The applicant will be billed a \$25 maintenance fee on an annual basis.
- The application fee may only be waived if the applicant holds a valid, current disabled veterans state registration plate or provides a certification of approval under the Senior Citizens and Disabled Persons Property Tax Relief and Pharmaceutical Assistance Act, 320 ILCS 25/1, et seq., as amended.

How Residential Disabled Parking Signs Work

- Once a completed application is received, the City will process it as required in Section 9-64-050 of the Chicago Municipal Code. The City will approve the application if all requirements are met.
 - If the Department of Finance recommends that the signs be installed, notice will be sent to the applicant, the Alderman's Ward Office, the Committee on Traffic Control and Public Safety and the Mayor's Office for People with Disabilities. The City Council will review the findings of the Traffic and Public Safety Committee and vote on the passage of the permit.
 - If the Department of Finance determines that signs cannot be recommended, notice will be sent to the applicant and the application fee will be refunded. The applicant may appeal the Department of Finance's decision to the Mayor's Office for People with Disabilities within 10 days of the denial.
- If approved, the City will erect two Disabled Parking Signs to mark a space of a minimum of 16 feet in the close proximity to the qualified applicant's residence and a Residential Disabled Parking Permit will be issued to the applicant.
- Only vehicles that display a disabled placard or disabled plate, as well as the Residential Disabled Parking Permit may park in the Residential Disabled Permit Parking space. Vehicles in violation of this ordinance will be ticketed
- The applicant must observe and comply with any other parking restrictions which may apply at the approved location (i.e. Street Cleaning signs, Rush Hour Parking restrictions, etc).

How to Apply

Qualified applicants must complete an [application form](#). All requested information and supporting documentation must be provided with your application. Incomplete applications will not be processed. You may obtain an application from your Alderman's Ward Office, by calling the Department of Finance at 312.744.7275, or you may download an application [here](#).

Completed applications and the \$70.00 fee may be submitted to the office of your Alderman or via mail to:

P.O. Box 803100
Chicago, IL 60680-3100
ATTN: Disabled Permit Section

Be sure to submit the following:

- A complete application for Disabled Parking Signs. All sections must be completed.
- A copy of a valid permanent disabled plate or placard issued by the Secretary of State to the applicant at the address where the signs are to be posted.
- Proof of residency for the address where the signs are to be posted (i.e., Driver's License or State ID).
- A \$70.00 application fee by check or money order made payable to the City of Chicago.

Disabled Parking Sign Removal

If the applicant moves, becomes deceased or is no longer a person with a disability, notice must be provided to the Department of Finance.

All requests for sign removal should be submitted to the Department of Finance.

Questions?

If you have questions, please call 312.744.7275.

 Supporting Information Facts	
Department:	
Finance	
Citation Administration (Vehicle)	
Programs & Initiatives:	
Transportation	
 I Want To	
Apply For	+
Check Status Of	+
Find / Get	+
Pay For/Buy	+
Register	+
Report/File	+
Request	+

[Sign up for/Volunteer](#)

+

[Home](#)

[Disclaimer](#)

[Privacy Policy](#)

[Web Standards](#)

[Site Credits](#)

[Site Map](#)

[Contact Us](#)

[Press Room](#)



City of Chicago

Copyright © 2010 - 2023 City of Chicago





APPLICATION FOR DISABLED PARKING SIGNS

NOTE: All sections must be completed.

1. Date of Birth MO DAY YEAR		2. Drivers License or State ID Number	
3. Applicant Last Name		MI	First Name
4. Home Address (primary residence) STREET NUMBER DIR. STREET NAME		ZIP CODE	
5. Do you rent or own? ☐ RENT ☐ OWN ☐ OTHER		WARD NUMBER	
6. Phone Numbers Home / Cell			
7. Current Permanent Disabled Placard Number	Registered to	Relationship to Applicant	
8. License Plate Number	Registered to	Relationship to Applicant	
9. Does the registered owner of the vehicle reside at the address of the applicant? ☐ YES ☐ NO			
10. Is there off-street parking available at your primary residence? ☐ YES ☐ NO		11. Types ☐ Garage ☐ Driveway ☐ Other	
12. If alternative parking is available, why are you unable to access the space?			
13. Is this a permanent disability? ☐ YES ☐ NO Note: Permit is only available for permanent disability			
14. Do you use assisted devices? ☐ YES ☐ NO If yes, what type do you use?			
15. Are you able to walk 200ft? ☐ YES ☐ NO			

Affirmation: Under penalties provided by law pursuant to Section 1-109 of the Code of Civil Procedure, I hereby certify and attest that the statements set forth in this document are true and correct. I acknowledge that, pursuant to Section 1-21-010 of the Municipal Code of Chicago, persons who make material false statements on this application may be fined not less than \$500 and not more than \$1,000, plus three times the city's damages, litigation costs, collection costs and attorney's fees. I acknowledge that providing false information on this application or omitting material information from this application may result in denial of the application. I also understand that it is my responsibility to immediately notify the Department of Finance of any changes in the information provided or I may be subject to a penalty of not less than \$100 and not more than \$500, under Section 9-64-050 (f) of the Municipal Code of Chicago.

Signature _____ Date _____

FOR OFFICE USE ONLY

☐ FEE ☐ PLACARD/PLATE ☐ RESIDENCY ☐ COMPLETE

Disabled Parking Application Payment Stub

Please make check or money order payable to the City of Chicago.

Be sure to submit the following:

- A complete application for Disabled Parking Signs. All sections must be completed.
- A copy of a valid permanent disabled plate or placard issued by the Secretary of State to the applicant at the address where the signs are to be posted.
- Proof of residency for the address where the signs are to be posted (i.e., Driver's License or State ID).
- A \$70.00 application fee by check or money order made payable to the City of Chicago.

Mail completed application to:
P.O. Box 803100
Chicago, IL 60680-3100
ATTN: Disabled Permit Section

TOTAL AMOUNT DUE

\$ 70.00

TO ENSURE PROPER CREDIT PLEASE RETURN
THIS STUB WITH YOUR PAYMENT

PLEASE:

- **DO NOT** send cash
- **DO NOT** send credit card information
- **DO NOT** staple the check or money order to the payment stub(s)
- **DO NOT** fold the payment stub(s)