

APPROVED Meeting Minutes
Transportation Commission
Monday, July 31, 2017
Council Chambers – Village Hall

Call to Order and Roll Call

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

Present: Jack Chalabian, Kyle Eichenberger, Roya Basirirad, Michael Stewart, Craig Chesney, Joel Schoenmeyer

Excused: James Thompson

Staff: Bill McKenna, Mike Koperniak, Jill Juliano, Mary Avinger, Chief Ambrose, John Youkhana, Tammie Grossman

There was no non-agenda public testimony.

Approval of Tonight's Meeting Agenda

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

Approval of the Draft June 26, 2017 Meeting Minutes

Commissioner Schoenmeyer motioned to approve the draft June 26, 2017, Transportation Commission meeting minutes as presented and was seconded by Commissioner Stewart. The motion was approved by a unanimous voice vote.

REVIEW OF PARKING AND TRAFFIC RELATED IMPACTS OF THE RUSH OAK PARK HOSPITAL PLAN DEVELOPMENT APPLICATION

Chair Chalabian explained how public testimony works to the audience and stated no formal decision would be made tonight; the Commission makes recommendations but the final decision is made by the Village Board of Trustees.

The presentation began with an introduction of the speakers - Lenny Assaro, Oak Park Hospital attorney, Bruce Elligan, Rush Oak Park President, Dave Mikos, of Mikos Architects, and Louie Abouna of KLOA. Bruce Elligan began speaking about the history of the hospital and the intentions of replacing the current emergency department with a new emergency department. Dave Mikos began the power point presentation speaking about architecture before Louie Abouna gave the presentation on the traffic impact.

Commissioners were asked for comments or questions.

Commissioner Chesney asked is there any type of signal on Madison for ambulances and Bill McKenna responded no.

Commissioner Stewart asked if the cul-de-sac will be at the same location as the diverter, and Bill McKenna responded yes. He also asked if there will be a bike cut-thru in the cul-de-sac and Bill McKenna also responded yes. Commissioner Stewart asked about Maple and Madison traffic being backed up on westbound Madison and Louie from KLOA explained how they will address this.

Chair Chalabian asked KLOA about table 4 on page 34 and why the level of service wasn't downgraded from D to F.

There were questions and answers about the level of service and a brief discussion about the left turn lane on Madison, traffic demand, and employee parking took place.

Commissioner Chesney asked why other streets like Monroe or Adams weren't looked at for parking and Louie Abouna responded.

Chair Chalabian asked what the parking plan is for overflow parking and what the capacity is. Bruce Elligan spoke about two other proposals currently happening: 1. Remove houses on Wenonah and add 60 spaces and 2. Work with ComEd to relocate their substation.

Village Engineer, Bill McKenna, gave a presentation on geographical traffic impacts starting with the northeast corner of Wisconsin and Madison and going clockwise around the site.

Chair Chalabian asked how drivers leaving the hospital would get to Harlem and if there were any similar situations to this and Bill McKenna explained they would have to use Monroe to Harlem and mentioned the similarity of the new Maple Ave by the Emerson development and how it intersects with Lake Street and is close to Harlem Avenue. Chair Chalabian also asked about if staff worked with IDOT to synchronize traffic signals for optimal traffic flow at Madison and Harlem and Bill McKenna responded that IDOT didn't want to change signals at this time and probably won't change them until the I-290 expansion is complete.

Commissioner Eichenberger asked about opening Wisconsin to traffic on hospital property and Bruce Elligan explained the gate is there because the residents requested it.

Bill McKenna went on to speak about traffic patterns at Madison and Maple and showed staff's idea for a long westbound left turn bay on Madison.

Commissioner Eichenberger asked if staff reached out to businesses, especially Al's Grill which would have the biggest parking loss and Bill responded yes.

Bill McKenna also went over each of the intersections of Madison and Wisconsin, Madison and Maple, and Maple and Monroe. He explained there are four properties north of the proposed cul-de-sac that would be impacted and the option to eliminate southbound traffic on Maple. Bill explained that the recommendation from the Commission would be taken to the Plan Commission before going to the Village Board of Trustees. He also spoke about cul-de-sac and that there were no big staff problems from police, fire, or public works.

Commissioner Schoenmeyer asked if any thought was given to a 24/7 no left turn for northbound Maple at Madison and Bill McKenna responded that the real concern is during pm peak hours but this could be looked at in a follow up study.

Commissioner Chesney asked about parking near ComEd substation and hospital staff responded.

Commissioner Basirirad asked how many more patients can be served and hospital staff responded the new emergency department will be able to serve 50,000 patients per year, currently only 15,000 per year are served.

Commissioner Stewart asked if staff looked at Monroe at Harlem and Bill McKenna responded yes and that if it was a right turn only restriction then there would be no way to get west or south.

Parking Services Division Manager, John Youkhana, spoke about parking loss, how overnight parking was the main concern, and how the hospital is willing to work with the Village to develop alternative parking.

A discussion about overnight parking and daytime parking on Maple, and current and future plans for parking by the ComEd substation took place.

Chair Chalabian asked how parking for businesses and the church on the north side of Madison between Wisconsin and Maple would be affected and John Youkhana responded that they wouldn't be. Chair Chalabian also asked how would the left turn bay affect the businesses and Bill McKenna responded that they are trying to preserve as many spaces as possible and can look at having better signage to warn drivers.

The floor was opened to public testimony.

Val Gee of 605 S Maple spoke about driver's frustration at Maple and Monroe. Mrs. Gee questioned how garbage trucks, delivery trucks, and Pace busses get in and about. Mrs. Gee stated it is hard to get out on Harlem from Monroe and that it's dangerous and stated she thinks it would be better to divert traffic to Wisconsin.

Jeff Gee of 605 S Maple stated he sees the same problem with garbage trucks currently going through the diverter and uses his driveway to turn around and back up. He

mentioned that garbage is picked up in front and also questioned how the trucks are supposed to get out. Mr. Gee stated he thinks the cul-de-sac should be moved up to Monroe.

Mark Johnson of 628 Clinton stated he's lived in the Village 35 years and was surprised to see parking analysis and thinks it's flawed with no estimation of increase and no trip generation study. Mr. Johnson stated when the Medical Arts building was built the same traffic study was done and didn't account for increased traffic. He feels the Village and residents were taken advantage of.

Tom Adams of 632 S Maple stated he lives at the corner of Maple and Adams and is in support of the cul-de-sac. Mr. Adams stated currently there is a significant non-compliance of the diverter creating a safety issue. He mentioned it's not just passenger cars but school busses, taxis, and Village trucks that drive through the diverter.

Michael Bassett of 625 S Maple stated he agrees with Mr. Adams and he has yelled at people for driving through the diverter. Mr. Bassett thinks the cul-de-sac is the best option because it's a learned behavior. Mr. Bassett mentioned that it is hard to get to his house and people also turn around in his driveway.

Carol Buer of 641 S Maple unit H stated her dining room faces Maple and Adams and there are 10 children in her building that cross the street to get to the school bus stop and it is a safety issue with cars driving through the diverter. Ms. Buer spoke of difficulty parking in her garage when cars speed through the alley.

Rob Reinert of 630 S Maple stated he has kids with special needs and cars speed through the diverter even with it being illegal to go south on Maple and he can't let his kids play in the yard due to safety. Mr. Reinert also spoke about his kids being picked up by the school bus. He stated he supports the cul-de-sac.

Michael Weik of 626 S Maple stated he drafted a letter for the Commission in favor of the cul-de-sac and spoke about when the Medical Arts building was built. Mr. Weik spoke about kids on the west side of the street not having a back yard to play in and witnessing cars speeding through the stop sign and two kids on bikes being hit. He thinks the cul-de-sac will stop traffic coming south and that traffic could be diverted to Wisconsin where traffic could safely turn left or right onto Madison.

Marilyn McManus of 407 Wisconsin spoke about Madison Street traffic and believes no one will pay attention to the no left turn during rush hours and that if cars turn right people will turn left onto Wisconsin to find a diverter that still sends them east and they will try to go around it. Ms. McManus stated she would like the Commission to expedite the installation of the traffic signal at Wisconsin and Washington.

Sarah Gee of 605 S Maple stated that she has even gone around the diverter and doesn't think the cul-de-sac will work and that it is just a temporary fix because it doesn't fix the traffic problem on Monroe. Ms. Gee feels there is no safe way to get out of the

hospital campus and questioned how that is possible and spoke about traffic on Monroe. Bill McKenna responded there are no changes proposed on Monroe at this time. Ms. Gee spoke thinks the cul-de-sac should be moved up and there shouldn't be an entrance or exit from the Medical Arts building onto Maple.

Dominique Frigo of 715 Wenonah stated she was shocked to hear potential increase in hospital visits. Ms. Frigo stated she remembers when the hospital bought four houses and promised not to knock them down and now it is proposed to make them a parking lot. She feels they need more than just a cul-de-sac and that staff needs to look at traffic in entire area because they will be creating overflow even down to Wenonah.

Public testimony was closed out.

Commissioner Chesney stated he lives in the area and spoke about his experience walking around and feels that the cul-de-sac should be put in.

Commissioner Stewart stated based on staff and public comments he sees a need for the cul-de-sac. Commissioner Stewart spoke about driving in the area and saw many residential blocks to the east and south of the hospital parked up completely and wondered if staff could possibly not be parking in the garage and parking on the street instead. Commissioner Stewart questioned the designated escape route for people that need to go southbound on Harlem or westbound on Madison.

Commissioner Eichenberger stated he supports the cul-de-sac and also lives in the area. He thinks everyone needs to look at the bigger picture because what's currently in place is not working. He believes the new emergency department is needed but trying to do everything at once isn't working. He also commented about the lack of an exit plan. Commissioner Eichenberger stated the Commission needs to figure out what's unfixable and why people are parking throughout the neighborhood.

Commissioner Basirirad stated her first concern is if the hospital really needs that capacity or if it's just an asset for the hospital. Commissioner Basirirad stated her second concern is about access/egress and problems getting to the emergency department.

Commissioner Schoenmeyer also supports the cul-de-sac and is glad that everyone across Village departments is in agreeance. Commissioner Schoenmeyer questions if the cul-de-sac was moved up to Monroe what the implications would be. He also spoke about his concerns with no left and no right turns and also about employees possibly parking on the street and not being called out on it.

A discussion between the Commission on the need to look at Monroe and how to get in and out of the hospital, internal campus signage, internal driving routes, and an alternative of moving traffic from the garage to Wisconsin, and the plan for the old emergency department on Wisconsin was had.

Chair Chalabian supports the cul-de-sac and went on to speak about the no left turn at Madison and Maple and his concern about traffic going to Washington and Wisconsin. Chair Chalabian also spoke about staff versus hospital plans for westbound left turn lane onto Harlem and is concerned about compliance with right turn only restrictions. He also spoke of his concerns about egressing from Monroe onto Harlem and his surprise that staff did not address some type of restrictions on Monroe like eliminating parking on the north side of the street. Chair Chalabian stated with the increase in traffic things will be worse and that he didn't see a traffic circulation plan and is concerned about an exit strategy. Chair Chalabian spoke about the need to address the overflow parking issue especially to blocks east and south of the hospital and may want to investigate alternate options for employees for rideshare, etc. Chair Chalabian stated staff needs to address mitigating issues with Public Works leaf and snow operations and how garbage trucks will maneuver.

Chair Chalabian asked the Commission members if they all liked the proposed cul-de-sac and everyone said yes.

A Commission discussion about overnight permit parking on Monroe – how many spaces, who uses it, possibly losing those spaces, a possible left turn lane on Monroe, replacement parking for any lost spaces, and drivers ignoring the right turn only signs during peak hours took place.

Chair Chalabian stated his issues with a follow up study and questioned how that would work. Bill McKenna responded that the Commission could make that a recommendation for the Plan Commission to do a follow up traffic study which is usually done after six months.

Commissioner Chesney said he is okay with the parking and traffic study but staff needs to add parking to follow-up traffic study from Harlem to Home and from Madison to Adams.

A brief discussion took place about the turn rate from the medical arts building and Maple, modifying 610 S. Maple's driveway cut to enhance ingress and egress, and possibly studying Wisconsin for better use, bicycles, and pedestrians.

Commissioner Eichenberger motioned to 1. Install a cul-de-sac on Maple Avenue, south of Monroe Street. 2. Remove parking on the north side of Monroe Street between Maple and Harlem Avenue with the stipulation that the users of these parking spaces be identified. 3. Establish Right-Turn-Only turning restrictions during AM and PM peak hours on northbound and southbound Maple Avenue at Madison Street. 4. Perform a follow-up parking and traffic study in the area bounded by Harlem Avenue on the west, Madison Street on the north, Home Avenue on the east, and Adams Street on the south. 5. Modify the existing driveway of the medical building at 610 S. Maple Avenue to enhance ingress and egress to/from the medical center parking lot. Commissioner Stewart seconded the motion.

The voice vote was as follows:

Ayes: Chalabian, Eichenberger, Stewart, Basirirad, Schoenmeyer, Chesney

Nays: None

The motion passed unanimously.

Recommendations will be forwarded to the Plan Commission and no follow up meeting is needed.

Commissioner Eichenberger motioned to adjourn the meeting and the motion was seconded by Commissioner Chesney.

The voice vote was unanimous to adjourn the meeting.

The meeting was adjourned at 9:35 PM.

Respectively submitted

Mary Avinger

Mary Avinger,
Administrative Secretary