

APPROVED Meeting Minutes
Transportation Commission
Tuesday, December 13, 2022 – 7:00 PM
Remote Participation Meeting

1. Call to Order

Staff Liaison Jill Juliano called the remote participation meeting to order at 7:05 PM.

Staff Liaison 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 Governor J.B. Pritzker's current disaster proclamation. It is also not feasible to have persons present at the regular meeting location due to public safety concerns related to the COVID-19 outbreak."

Roll Call

Present: Camille Fink, Julie Johnston-Ahlen, Garth Katner, Brian Straw, Ron Burke (7:16 PM)

Absent: None

Staff: Parking & Mobility Services Manager Sean Keane, Parking Restrictions Coordinator (PRC) Takeshi Thompson, Staff Liaison Jill Juliano

Commissioner Fink made a motion to nominate Commissioner Straw to be the Chair Pro Tem in Chair Burke's absence. It was seconded by Commissioner Johnston-Ahlen.

The roll call vote was as follows:

Ayes: Fink, Johnston-Ahlen, Katner, Straw

Nays: None

Commissioner Straw was named acting Chair until Chair Burke arrived for the meeting.

2. Agenda Approval

Commissioner Katner made a motion to approve the agenda. It was seconded by Commissioner Johnston-Ahlen.

The roll call vote was as follows:

Ayes: Katner, Johnston-Ahlen, Fink, Straw

Nays: None

The motion passed unanimously 4 to 0.

3. Approval of the Draft November 8, 2022 Transportation Commission Meeting Minutes

Commissioner Fink made a motion to approve the draft November 8, 2022 Transportation Commission meeting minutes. It was seconded by Commissioner Katner.

The roll call vote was as follows:

Ayes: Fink, Katner, Johnston-Ahlen, Straw

Nays: None

The motion passed unanimously 4 to 0.

4. Non-Agenda Public Comment

Christine Fenno shared her experiences and concerns about dangerous driving that occurs near her home at the intersection of N Scoville Ave and Chicago Ave. Since 2015, cars have driven into their fence on two separate occasions and in November, a car drove into her family's front porch. She believes that the accidents that have occurred at that intersection were both predictable and preventable. She urged the Commission and the Village to make the intersection safer for all and to move quickly in doing so.

Sylvia Schweri requested that parking spaces be removed as necessary at the intersection of Erie St and N Oak Park Ave when adding new bike and pedestrian markings. On the northwest corner of Erie St and N Oak Park Ave there is a parking space that covers the new bike turn lane, essentially rendering it unusable. She believes removing some parking spaces, including this one, will help increase visibility and allow cyclists to use the road as intended.

Patrick O'Shaughnessey shared images from the three accidents that caused damage to his family's property to help illustrate Christine Fenno's (his wife) point and show the severity of the situation. He is concerned that instead of his property, one day it will be a child who is hit.

Jeff Canzona, a resident from the 400 block of N Scoville Ave, shared his concerns about cars driving at high speeds on Chicago Ave. He has witnessed many near-misses and is concerned for the safety of those crossing at the N Scoville Ave and Chicago Ave intersection. He hopes that quick action can be taken to make the intersection safer before someone is injured.

Anne Douglas, a resident from the 400 block of N Scoville Ave, agreed with the comments made by her neighbors and shared her own concerns about the safety of the intersection of N Scoville Ave and Chicago Ave. She said that there have been too many accidents, and something needs to be done.

Staff Liaison Juliano noted that comments from 25 residents were also received about the same topic and those were already submitted to the Commissioners. The comments, in their entirety, are attached to these minutes.

Chair Burke asked when additional crash information would be brought to the Commission to inform a potential recommendation regarding this topic. Staff responded that some compiled information was included in the Other Enclosures, but it's not in a format that's usable.

Following the public testimony, the Commissioners discussed the following topics:

- That the Commission can't make a recommendation during this meeting because there was no action item on the agenda for this topic
- Suggestions of potential short-term measures that could be taken to help improve the conditions (temporary bump-outs, placement of a speed wagon)
- Encouraging staff to look into measures that are within their power to employ administratively, at least on a temporary basis
- The need for more information about the crashes before making any permanent recommendations

5. New Business

5a) PARKING PETITION FOR THE 200 BLOCK OF RANDOLPH STREET

Parking Restrictions Coordinator (PRC) Takeshi Thompson presented background information on the item and explained that the petition was submitted to the Village by residents of the block who expressed concern about an influx of non-resident vehicles being parked on the service road on a daily basis. The residents requested a "No Parking 8AM-10AM Monday through Friday" restriction on the service road portion of the 200 block of Randolph St. Staff opposed this restriction due to the fact that it would prevent residents from parking on the block during that time with no exceptions and it would not prevent non-residents from parking on the block after 10AM for extended periods of time. Staff worked with the residents of the block to come to their recommendation of adding daytime permit parking from 8AM-4PM Monday through Friday to the service road portion of the 200 block of Randolph St. PRC Thompson also provided the Commissioners with vehicle counts from the block and explained what parking restrictions are in place on adjacent blocks. She also noted that in the first quarter of 2023, the Village Board is tentatively scheduled to review the Transportation Commission's recommendation regarding the Village-wide expansion of the policies tested in the Parking Pilot Program. If that is adopted, it would eliminate the need for this permit, but implementation across the Village could take several years.

Following the presentation, the Commission asked questions regarding the item. Below is a summary of the questions and staff responses.

Q: How many parking spots are on this block? A: 16.

Q: Why permit parking? Is there a special situation here? A: The residents were concerned about the influx of non-resident vehicles being parked on the service road. If you drive by, especially in the morning, it is often filled because there are no daytime parking restrictions. Someone could request an overnight parking pass and stay there for 24 hours.

Q: That's the case on a lot of blocks and we typically don't use permit parking to address that concern. What's the distinction here that led you to recommend permits? A: We gave the residents a couple of options and this is what they chose.

Q: Why would staff support that when they typically don't support permit parking? A: We looked at this as a short-term solution and in terms of ease of enforcement, we thought the permit parking was more realistic.

Q: Where do you think people are going when they're parking there? Is there a regularity to the parking? A: The initial thought from the petitioners and staff was that it was Madison St business parking, but we think a lot of it is actually coming from nighttime permit holders. We think that a lot of the nighttime permit holders from near the middle school move their vehicles to this street during the daytime as an alternative. That's not every vehicle every day, but that's one of our theories.

Q: Could a three-hour restriction be implemented with the Village sticker exemption? A: No, right now that stipulation is specific to the Pilot Area and that would only happen as part of the larger expansion.

Q: Why can't we do a slow roll out and start to implement it? A: It's really a matter of programming it with our software provider. Also, the goal is to standardize, and I think if we do it on this specific service road, it will cause confusion and complicate enforcement.

Q: What was the other option given to the residents? A: It was two-hour parking from 9AM-5PM Monday through Saturday, but the times could be modified.

Q: If we went with the permit option, no one can park on the block unless they have a permit, right? A: Correct.

Q: Could we do three-hour parking but with a permit to override that restriction if they wanted to park longer? A: I don't think staff would support having duplicate restrictions on the same block. We want to keep it as streamlined as possible to allow for ease of enforcement.

Q: Do the folks who are currently moving their cars to the service road have access to permit parking that they could utilize from 8AM-10AM? A: Generally, this area is super

populated with parkers and the demand is exceeding the supply. Those people, specifically in the lots, have to go to a nearby street. There is no alternative lot for them.

Q: Is the \$74 permit fee annually or monthly? A: Annually.

Q: Why is it so cheap compared to quarterly parking residents pay for? A: It's set by ordinance and standardized across the Village at \$74 for a daytime residential permit.

Q: How did the school get permit parking on Randolph St? A: The Village is entered into an intergovernmental agreement with the school district, which stipulates the permit parking on Randolph St for their employees. We did recently approach the school district about lifting that restriction because we've noted the underutilization and there is some concern about the school giving that up, but we can continue that dialogue. We are going to be potentially making some changes on Madison St and depending on what happens there, the school district may be more open to discussing this.

Q: So, they are the only ones who can park there during the day? A: On school days, yes.

Q: What about the other side of the street? A: The other side is unrestricted during the daytime and just has the overnight parking restriction.

Q: That is where you think the cars that currently park on the service road will park if restrictions are placed on the service road? A: Yes, I think they might park there or on the 300 block of S Lombard Ave, which has no daytime restrictions. S Harvey Ave just has parking restrictions from 8AM-10AM, so depending on timing, folks may move there.

Brett Singer shared his experience as a resident of the block and noted that he often sees people moving their cars in the morning from around the corner on S Harvey Ave to their block to avoid daytime parking restrictions. He also mentioned that there are a lot of children on the block who often play in the boulevard and fewer cars on the service road would make it safer for them. They aren't against having people park on the block, they just also want it to be available for the residents of the block.

Richard King agreed with the comments made by his neighbor and PRC Thompson and noted that because non-residents are filling their block, their visitors and people coming to work at their homes have to find alternative places to park. The block has essentially become a parking lot for people who don't live on the block. There are some people who come for a few hours and leave, but most are staying for an extended time, sometimes up to 72 hours.

Chair Burke asked the residents on the call how they feel about the recommendation that the Commission made to the Board that would allow for more standardized parking across most of the Village and includes three-hour daytime parking restrictions that residents with a valid vehicle license could override on their own block.

Brett Singer said that it sounds like the best of both worlds and would help discourage the people who are parking on their block for extended periods from doing so.

Richard King generally agreed with Brett but hopes that something can be put in place until that takes effect.

Chair Burke noted that regardless of what the Commission decides tonight, it will still have to be approved by the Village Board and that may not be faster than the implementation of the expansion of the policies tested in the Parking Pilot Program.

Following the public testimony, the Commissioners discussed the following topics:

- Hesitancy to privatize the public right of way when other potential solutions exist
- Concern that residents will be hesitant to lose their permits when the expansion is implemented
- Current parking restrictions on adjacent blocks
- Where the people displaced by additional restrictions on this block will now potentially park
- How to best support the goals of the neighbors without just pushing the problem to another block
- Complications and concerns regarding parking in Oak Park, especially for those who require a permit

Commissioner Straw made a motion to amend the staff recommendation to implement an 8AM-10AM Monday through Friday parking restriction on the service road portion of the block instead of the daytime parking permit recommendation. It was seconded by Commissioner Katner.

Commissioner Fink asked if when the vote occurs, if she votes yes but that's not her first option, does she need to qualify that? Chair Burke responded that she could qualify it on the record, but she could also vote no or abstain.

The roll call vote was as follows:

Ayes: Straw, Katner, Fink, Johnston-Ahlen, Burke

Nays: None

The motion passed unanimously 5 to 0.

5b) RECOMMEND PROCESSES TO DEVELOP THE VISION ZERO PLAN; AND ELEMENTS THAT SHOULD BE INCLUDED IN THE PLAN (2022 TRANSPORTATION COMMISSION WORK PLAN ITEM)

Staff Liaison Juliano explained that while the work plan item specifically mentions recommending processes and elements that should be included in the Vision Zero Plan, staff would prefer to focus on the elements that should be included. Once a consultant is on-board for the project and they mention processes, then the Commission can provide direction as to what processes should be utilized during the development of the Vision Zero Plan. She then presented seven elements recommended by staff for inclusion in the Vision Zero Plan.

Sylvia Schveri spoke on behalf of Bike Walk Oak Park and mentioned that they are very interested in serving as a stakeholder in the development of the Vision Zero Plan, contributing elements to be included in the plan, and assisting with the development of the RFP (Request for Proposals) if possible. She noted that that they would like to know how the Village plans to engage stakeholders and members of the community and shared that she believes that the Village's traditional stakeholder engagement is too limited. She also mentioned that Bike Walk Oak Park has compiled crash data gathered from the Public Works and Police Departments and that report is available on their website.

Staff Liaison Juliano read the one written public testimony aloud. The comment, in its entirety, is attached to these minutes.

Following the public testimony, the Commissioners discussed the following topics:

- The first two elements (robust community outreach and early community engagement) seem more like strategies for developing the plan as opposed to elements that would go into the plan
- The understanding that as the plan is developed, additional elements may be flagged for inclusion
- Clarifying that the enforcement component is referring to traffic enforcement
- The addition of an element relating to equity considerations or impacts

Chair Burke asked what in the work plan led staff to believe that this needs to be recommended to the Village Board. Staff responded that during discussions with the Village Board, there were differing views among Board members about what would be needed for the Vision Zero Plan. At that time, it was recommended that this item be placed on the work plan so that the Commissioners could provide input prior to the actual working on or writing of the Vision Zero Plan.

Commissioner Johnston-Ahlen asked for clarification about the next steps for the item, including whether it would be used to select a consultant. Staff responded that they believe this item was added to the work plan prior to any discussions of a consultant being brought on-board. Staff's understanding is that whatever the recommendation ends up being, it will go to the Board for approval and then we'll move to the next step. In terms of the grant for the

Vision Zero Plan, staff is still waiting for official awarding of the grant before they look into hiring a consultant.

Chair Burke mentioned that based on that information from staff, the Commission may need to go into a much different level of specificity with what they're sending the Board and work with staff to flesh out both an RFP and more of a work plan for how to do this. Staff recommended that before diving deeper into this, the Commission table the item until the Village Engineer is able to clarify the expectations for the item.

The Commissioners agreed to table the item pending further clarification from the Village Engineer.

6. Old Business

None

7. Other Enclosures

7a) CRASH INFORMATION FOR CHICAGO AVENUE FROM OAK PARK AVENUE TO RIDGELAND AVENUE

Staff Liaison Juliano shared a GIS map showing collisions from 2016 through 2021 and explained that staff is working with their GIS contractor to make the map more user friendly and understandable.

Chair Burke asked if this would be fleshed out and brought back to the Commission for the next meeting. Staff responded affirmatively.

Commissioner Straw noted that he found the document to be helpful and requested clarification about the different levels of injury severity. Staff responded that a fatal injury is of course the worst. An A injury is something that is noticeable, and the person is usually taken to the hospital. A C injury is someone who has reported that they have an injury, but it's not easily noticed. A B injury is also not always visible to the naked eye, but can be, and is less severe than an A injury. So, other than fatal, A is the most severe, B is less, and C is the lowest level of injury.

Commissioner Straw asked if staff had any data regarding how under-reported accidents might be, particularly accidents where there would be either no injury or a superficial injury. Staff responded that they didn't at that time but could look into that and also talk to the Police Department, who might have additional information. Staff also requested confirmation that he was only looking for possible under-reporting of crashes that involved property damage or the lower levels of injury. Commissioner Straw replied yes and said that it would help provide context when evaluating the crash data, especially regarding pedestrians and cyclists.

Staff Liaison Juliano also shared a collision diagram that was generated for that intersection, explaining the different collisions and noting that only three had injuries shown on the crash report. She provided further explanation of the meaning of the different symbols used in the diagram. Because of the number of rear-end collisions for east bound traffic, staff will be putting in an advance warning sign so that drivers are aware of the control measure at this intersection.

Chair Burke asked if this showed all of the crashes that impacted the property on the corner. Staff responded that the diagram includes data from 2017 through 2022 and therefore only includes the most recent one.

Commissioner Katner asked if data is recorded for property damage. Staff responded that it does show that the house was hit, but property damage is often the cars that were hit. Commissioner Katner suggested that this approach should also be sensitive to property damage after seeing the pictures earlier in the meeting.

Commissioner Straw asked for information about the critical crash rate for this intersection. Staff explained the metrics for determining an intersection's critical crash rate and the meaning of the data before sharing the 2022 crash rate for the intersection, which was below the critical crash rate.

Commissioner Straw asked how many signatures would be necessary for a petition to be considered at this intersection or if the substantial public testimony would be sufficient. Staff responded for residential intersections, signatures representing 51% of the properties with frontage at that intersection are needed. However, this is not a residential intersection because of Chicago Ave so staff will follow up with the Village Engineer to determine what is necessary to bring this forward. Also, some of the people who provided public comment do not have frontage at that intersection.

7b) TRAFFIC CALMING PETITION AND OTHER UPDATES

Chair Burke asked when a consultant might be on-board to help with petitions. Staff responded that it is out for bid and will have to go to the Board for approval, but they are hoping to have one by the end of the first quarter.

Chair Burke asked for clarification about how many items will be brought for review each quarter. Staff explained that it will be dependent on several factors, including parking petitions, when the consultant starts, and the complexity of the items.

8. Adjourn

With no further business, Commissioner Straw made a motion to adjourn the meeting. It was seconded by Commissioner Katner.

The roll call vote was as follows:

Ayes: Straw, Katner, Fink, Johnston-Ahlen, Burke

Nays: None

The motion passed unanimously 5 to 0.

The meeting adjourned at 9:35 PM.

Submitted by:

Anna Muench

Administrative Assistant- Engineering

Juliano, Jill

From: Kathy Dull [REDACTED]
Sent: Saturday, December 10, 2022 2:21 PM
To: Transportation
Subject: Concern about Scoville and Chicago Ave Intersection

[REDACTED]

Dear Oak Park Village Representative,

I am writing to express my deep concern about the safety of pedestrians, cyclists, motorists, and homeowners in the area around the intersection of Chicago Avenue and Scoville Avenue. This intersection is a block from my house, and in the eight years I have lived here, I have seen a number of frightening near-misses occur with pedestrians and cyclists especially, and now a car has plowed into a homeowner's front porch at the South East corner of that intersection which I understand has resulted in the death of that driver.

The existing flashing lights and crosswalk are not enough to ensure the safety of that intersection. My children, who go to OPRF and Brooks, cross at that intersection often, and as they and I have observed, more often than not cars do not stop or even slow down for the flashing lights. Even when a car does stop, often the car behind that stopped car will continue by moving into the biking lane and passing on the right without even slowing down. We have seen some very frightening close calls.

There is something about that stretch of eastbound Chicago Avenue that encourages speeding-- I believe that once people clear the small hill after Oak Park Avenue, they see the Ridgeland light and they speed up in hopes of making it through that light. Whatever it is, I implore you to take action to slow down the speeders on Chicago Avenue. Whether it's speed bumps, a stop sign, or a stop light at the corner of Fair Oaks and Scoville, I urge the Village to take action and make that intersection safer before another death and another house crash happens. So many young people cross that intersection each week. Please act before another person gets hurt.

Sincerely,
Kathy Dull
[REDACTED] N Elmwood Avenue
Oak Park, IL 60302

Juliano, Jill

From: Jennifer R Cunningham [REDACTED]
Sent: Saturday, December 10, 2022 2:26 PM
To: Transportation
Subject: Chicago Avenue Traffic Concern

[REDACTED]

Dear Traffic Commissioners—

I wanted to express my concern as I know a few citizens are asking the Transportation Commission to address this at the 12/13 meeting.

I have lived in the [REDACTED] block of Linden for 17 years. In that time, I have crossed Chicago Ave. countless times, most often at Linden, East or Fair Oaks/Scoville. In recent years, those crossings have increased to a minimum of 6 times per weekday. While always stressful to do this, when our now Junior started at OPRF, I began to dread each crossing, especially during the hours of school drop off and dismissal. A lot of students park their cars north of Chicago Ave. as well as on Chicago Ave. so there is an excess of pedestrians crossing as well as teen drivers. My daughter was riding her bike to/from school, crossing at either East or Fair Oaks. After the second close call, she asked if I could drive her. She is too scared to cross on her bike. Now that she is driving, she avoids crossing at those streets if at all possible. We refer to crossing Chicago as a game of "Frogger."

Since school started this year, I have personally witnessed the aftermath of three crashes at Fair Oaks or East with countless other close calls. I also saw the result of a car crashing completely under the home at Scoville and Chicago. Ironically, I was also witness to the car being pulled from under the house several days later because I was diverted off of Ridgeland west onto Chicago—Ridgeland was closed because a car had crashed into a bus shelter by the dentist's office on that corner. I heard that the driver that went under the house was killed.

What is it going to take for our village to address this stretch of Chicago Avenue? Another fatality? Is a high school student going to have to be killed? Is a parent going to pick of their kid going to have to be killed? Please help the people that need to cross this street and the neighbors that live close by. At a very minimum, something needs to be done during school pick up and drop off times. Someone is going to be killed and a flashing pedestrian sign isn't working.

I ask you to stand at the corner of Chicago and Fair Oaks/Scoville, as well as East Ave. from 2:45-3:30 on a few school days to witness the mayhem first hand. Hopefully there is something in your traffic calming toolbox that can help.

By the way, I don't even bother trying to cross at Elmwood. That is completely impossible.

Thank you for your willingness to help our community.

Regards,
Jennifer Cunningham
[REDACTED]

Juliano, Jill

From: Elise Cutler-Dysart [REDACTED]
Sent: Saturday, December 10, 2022 3:24 PM
To: Transportation
Subject: safety concerns Chicago Ave.

[REDACTED]

Hello:

We're writing in advance of Tuesday's hearing, which I understand will address a recent and very serious accident at Chicago Avenue and Scoville. We live one house south of Chicago Avenue on Elmwood Avenue. We recently had our own spate of serious car accidents at our intersection. Each time, at least one ambulance, several police vehicles, fire and tow trucks have been required. Chicago Avenue between Ridgeland and Oak Park Avenue is simply unsafe.

More than a half dozen times, I've nearly been hit pulling into our alley. I signal, slow to turn and notice someone trying to speed by me -- ON THE RIGHT -- in the parking and bike lane. Mind you, I'm meant to be turning right... right into my alley. Being hit on the right while turning right when only one lane is going that direction is insane. No granny driving here. I'm quick. I signal. It doesn't matter. The "mood" of that stretch of road is untamed. Drivers don't even slow or stop when the blinking crosswalk is going there at Scoville. The rush to get the light at Ridgeland (or OPA) is just insane. We do not let our children walk on the sidewalks on Chicago Avenue because the risk of a car accident causing them harm. It's out of the way, but we walk down to Superior each and every time.

Occasionally, we see a marked squad car somewhere around Euclid or East on Chicago Ave, which seems to help keep traffic CLOSE to the speed limit (and out of driving in the parking/bike lane). But, I've never seen anyone pulled over. We also see squad cars in the parking lot on the north side of Chicago Ave just west of Ridgeland. From there, they should be able to see the drivers in the parking/lane nearly hitting me and my neighbors as we try to enter our alley, but I've never seen flashing lights or anyone pulled over.

When Chicago Ave is full of parked cars (for the high school?), things are a bit more tame, but when the road is open, cars are flying, driving in the parking lane, ignoring the crosswalk and generally making the entire corridor feel like a death trap. The uptick in accidents at our corner this summer, followed by the latest "car into house" accident should make it imperative for the Village to address the speed and dangers on this stretch of Chicago Avenue.

Thank you for your consideration.

The Dysart family
[REDACTED] N. Elmwood Avenue

Juliano, Jill

From: Eugene Schoon [REDACTED]
Sent: Saturday, December 10, 2022 3:36 PM
To: Transportation
Subject: Scoville and Chicago

[REDACTED]

I understand that yet another crash has occurred at Scoville and Chicago Ave—over time there have been many at that location. As a long time resident just a block away on Elmwood near Chicago, I have observed many instances of dangerous speeding and unsafe driving on Chicago Avenue. My hope is that there will be improved signage and stronger enforcement in that stretch of road.

Eugene Schoon

[REDACTED]

Juliano, Jill

From: Melissa Coughlin [REDACTED]
Sent: Saturday, December 10, 2022 5:30 PM
To: Transportation
Subject: Traffic control measures at Chicago Ave. and Fair Oaks Ave.

Hello,

I am in writing in support of traffic control measures (stop sign or traffic signal) at the intersection of Chicago Ave. and Fair Oaks/Scoville Ave. I live at [REDACTED] N. Ridgeland Ave, and am the parent of one current student at OPRF and one recent graduate of OPRF. Our family passes through this intersection on foot, bike and car several times a day, and it is always hazardous. We have had several near-misses in the past 3-4 years, and I worry every day about high school students in particular being struck by high speed and often oblivious traffic on Chicago Ave. when they are on their way to/from the high school.

Thank you for your consideration,
Melissa Coughlin

Juliano, Jill

From: Sarah Roberts [REDACTED]
Sent: Saturday, December 10, 2022 5:41 PM
To: Transportation
Subject: Intersection of Fair Oaks & Chicago

I understand that a discussion is on the agenda this coming week regarding the intersection of Fair Oaks and Chicago. As a parent of teenagers who need to cross Chicago Ave to get to OPRF, I am very concerned about safety at that intersection. I know I'm not alone. I've spoken to many other parents who feel the same way. There is an excessive amount of traffic in that area going to and from the high school as well as seemingly using Chicago as a main route for commuting to work (especially in the morning). I feel like adding a four way stop at either Fair Oaks or East would slow traffic down and allow bikers/walkers to cross with less risk. We live just north of Division on Linden and have felt much better about our kids biking since the four way stop was added at Division and East.

Thank you,
Sarah Roberts
[REDACTED] Linden
[REDACTED]

Juliano, Jill

From: Debbie Abrahamson [REDACTED]
Sent: Saturday, December 10, 2022 5:50 PM
To: Transportation
Subject: Scoville and Chicago

Hello,

I'm writing to voice my support for more traffic management at the intersection of Scoville and Chicago.

I live 4 houses from this intersection and cross there all the time. Most drivers don't slow or stop – maybe they don't notice or take seriously the blinking lights in the crosswalk? I've been in the intersection pushing a stroller and had to back up quickly. I've seen near misses with teenaged walking to high school. Please help us!

Thank you,
Deb Abrahamson
[REDACTED] Fair Oaks

Juliano, Jill

From: Gerry [REDACTED]
Sent: Saturday, December 10, 2022 8:00 PM
To: Transportation
Subject: Chicago/Superior intersection

I am writing in support of the Village of Oak Park taking immediate action to curb the increasing number of speeding vehicles at the intersection of Chicago and Scoville Avenues. As evidenced by the recent incident in which a car left Chicago Avenue, broke down the front yard fence, and crashed through the front porch of the house on the southeast corner, this corner, and Chicago Avenue in general, has become a dangerous thoroughfare, both for vehicular as well as pedestrian traffic.

I have personally witnessed several instances of outrageous behavior on Chicago Avenue. Most recently, as my husband and I were walking our dog and pushing our grandson in his stroller, we stopped at the intersection of Chicago and East Avenues. We pressed the flashing light signal. Fortunately, we did not step off the curb, because a man in an SUV with a female passenger came speeding eastbound on Chicago at far above the posted speed limit, and, as they flew past us, shouted an obscenity at us and then sped on.

I have witnessed people not only speeding on Chicago Ave but passing on the right, pulling into oncoming traffic to pass a long line of cars heading westbound, driving in the parking lane, and going through red stop lights near the elementary school. Most drivers ignore the flashing signal in the crosswalk at the intersection of Chicago and East. In all, Chicago Avenue has become not only a hazard but a liability for the Village of Oak Park, and I implore you to act quickly and decisively in ameliorating this dangerous situation.

Thank you for your consideration in this urgent and important matter.

Gerry Langgut
[REDACTED] N. Scoville Ave.
Oak Park
[REDACTED]
[REDACTED]

Juliano, Jill

From: Wendy Barrett [REDACTED]
Sent: Sunday, December 11, 2022 7:35 AM
To: Transportation
Subject: Intersection of Fair Oaks and Chicago Avenue

[REDACTED]

Hello,

I understand [REDACTED] will be petitioning the village on Tuesday evening to add either stop sign/traffic light on the intersection of Fair Oaks Ave. and Chicago Ave.

As, I live a few houses down on Fair Oaks I see the activity from student's parking their vehicles, walking/biking to school. It's incredibly busy at that intersection on school days mornings and afternoons. I'm amazed there are not more accidents there as these kids are just trying to get to school. They are young, rushed and may not be paying the best attention to crossing the intersection, but still no excuse for the adults driving on Chicago avenue during busy hours.

Something needs to be done. I have seen numerous occasions where the lights are blinking on the crossing sign that is there and students continue to stand waiting to cross. I notice cars that do stop are often passed on the right side as other drivers are in a rush to get by, not realizing a student is crossing. Drivers are going too fast and not paying attention.

Please do something and thank you for listening to [REDACTED] on Tuesday.

Sincerely,

Wendy Barrett
[REDACTED] Fair Oaks Avenue

Juliano, Jill

From: Tali Albuherk [REDACTED]
Sent: Sunday, December 11, 2022 8:10 AM
To: Transportation
Subject: Scoville and Chicago

[REDACTED]

I am writing in support of precautionary measures to be taken at the corner of Scoville and Chicago. I live in the area and every time I cross there I am in fear for my own safety and those of others (often students trying to get to school)

Please consider adding a stop light. Or in the alternative, bump outs.

Thank you for your consideration.

Tali Albuherk
[REDACTED] Berkshire

Juliano, Jill

From: Ryan Burandt [REDACTED]
Sent: Sunday, December 11, 2022 9:08 PM
To: Transportation
Cc: Anna Burandt
Subject: Intersection of N. Scoville Ave. and Chicago Ave.

Good evening,

We moved into [REDACTED] N Scoville Ave. in July and are writing to raise concerns about the general traffic situation at the intersection of N. Scoville Ave. and Chicago Ave. In short, vehicles are driving too fast on Chicago Ave. past Scoville and making the turn onto Scoville dangerously. A change to the signage, adding a traffic light or speed bumps/strips, or some other safeguard is necessary.

Our concern was heightened several weeks ago when we came home one evening to flashing police and fire truck lights in front of our house. Those emergency vehicles had responded to a car driving through the front yard and into the home of our neighbor two doors down.

We understand this is not the first time a car has driven wildly into our neighbor's home.

We have two young children who love playing in our front yard. But we can no longer let them because of this traffic situation. Nor can we allow them to ride their bike or scooter on Chicago Ave. near our home because of our fear of an erratic driver swerving into them—a fear we don't experience in other areas while on Chicago Ave.

We love our street because our daughters get to see and experience the energy of so many older children walking to the high school every morning. But those children are not safe either. Cars swerve and rapidly turn onto Scoville Ave. from Chicago Ave. as children ride their bikes a couple yards away or walk on the nearby sidewalk.

If several cars have driven into our neighbors home, we fear that a car driving into an OPRF student on a rainy or snowy day is likely.

We ask that you consider changes to this intersection and take action immediately.

We appreciate your time, and please feel free to contact us if you would like to discuss further.

Sincerely,

Ryan and Anna Burandt
[REDACTED] N Scoville Ave.
Oak Park, IL 60302
[REDACTED]

Juliano, Jill

From: Laura Smith [REDACTED]
Sent: Monday, December 12, 2022 8:12 AM
To: Transportation
Subject: Chicago-Scoville intersection

[REDACTED]

Hello Transportation Commission,

I am writing in regards to the dangerous traffic conditions at the intersection of Chicago Avenue and Scoville Avenue. I understand that you will be discussing this intersection during your meeting on Tuesday, December 13.

I drive my daughter to Oak Park River Forest High School on most mornings. I take Chicago westbound and turn south on Scoville. Many mornings, I see a dangerous situation unfold. Cars going east and west on Chicago are in a big hurry. Many don't stop for the flashing pedestrian lights when high schoolers going south or Whittier students going north are trying to cross Chicago. When I am turning left (south) onto Scoville, cars will pass me on the right (in the parking lane) at high speeds, often not noticing kids who are crossing. With drivers driving more and more dangerously in general these days, it seems a matter of time before there is a horrible accident involving young people at this intersection.

I am not sure what will solve this issue, but I hope that the Transportation Commission can be creative with possible solutions that will make our community safer.

Thank you,
Laura Smith
[REDACTED] N. Taylor Ave., Oak Park

Juliano, Jill

From: William French [REDACTED]
Sent: Monday, December 12, 2022 8:17 AM
To: Transportation
Subject: Chicago and fair oaks Ave

[REDACTED]

To whom it may concern,

My name is Bill French at [REDACTED] Fair Oaks. I am writing in support of [REDACTED] recommendation that the Chicago-fair oaks intersection receive a stop sign or traffic light.

I grew up on the 800 block of fair oaks from about 1988 to 2004. This intersection has been a safety problem since as long as I can remember. It still is, in my judgment, despite the good but insufficient work to address the matter in the last.

Thank you for your consideration.

Best,

Bill

Juliano, Jill

From: Katie Hoogland [REDACTED]
Sent: Monday, December 12, 2022 2:05 PM
To: Transportation
Subject: Chicago Ave and Scoville

[REDACTED]

Hello,

I just wanted to share my frustration with the traffic on Chicago Ave, specifically near Scoville. We have crossed the intersection countless times and even though there is a crossing, motorists seem to ignore the lights and pedestrians that cross there. I noticed on CHicago Ave in River Forest there are curbs that prevent motorists from going around other cars who are turning, is this a possibility?

There are always younger kids and older kids on their way to school at this crossing and it terrifies me that one day a kid will be hit.

Please consider any sort of upgraded signage or curbs for this street.

Thank you,

Katie Hoogland
[REDACTED] N Elmwood

Juliano, Jill

From: Janet Zeigler [REDACTED]
Sent: Monday, December 12, 2022 2:51 PM
To: Transportation
Cc: [REDACTED]
Subject: Discussions regarding traffic control measures for the Intersection of Chicago Avenue and Fair Oaks Avenue (continuing South as Scoville Avenue) in Oak Park

[REDACTED]

To the Members of the Transportation Commission of Oak Park, Illinois:

I understand that certain community members will be in attendance at your meeting tomorrow night to discuss concerns regarding the above-referenced intersection (the "Intersection"), and I am writing in support of those community members, and their efforts to provide for reasonable traffic and safety measures for the Intersection, to protect all of our residents, including in particular the children of our community who attend Oak Park and River Forest High School.

I am grateful to you for the support that you are providing to the Village on these and other similar matters. I imagine that it can be quite challenging to deal with competing interests and priorities when it comes to providing for reasonable traffic calming measures.

We have been residents of the Village since 2000, and we live in the [REDACTED] block of Fair Oaks Avenue, so over the years we have traversed this Intersection frequently. We also have two OPRF graduates who navigated this Intersection daily during their tenure at OPRF, and a third child who is now a freshman at OPRF. Based upon our collective experience, we are writing to strongly request that Oak Park install traffic signals at this Intersection.

While we believe that the community would benefit greatly from a traffic signal at this Intersection that would operate 24/7, if for some reason the Village has concerns about another signal on Chicago Avenue, then we believe that at a minimum the Intersection should be signal-controlled between 7 a.m. – 9 a.m. and 3 p.m. – 5 p.m. during the school year, given the large number of OPRF students who cross the Intersection on a daily basis during the school year, including crossing during darkness in the winter.

Each of our five family members has witnessed on multiple occasions instances where drivers recklessly ignore the cross walks at those intersections, even while the lights are flashing. Often, for example, the initial car will stop for the pedestrians, but a car further down the line will become impatient with the delay, and will use the parking lanes to race past that stopped car, racing through the intersection while pedestrians and cyclists are attempting to cross. At other times, we have each witnessed cars traveling on Chicago Avenue at speeds that are clearly in excess of the posted speed limits.

I'm aware that some pedestrians may, on occasion, not exercise the appropriate degree of care when crossing the Intersection, but I strongly believe that number of reckless drivers far outweighs the number of those pedestrians.

I understand that the Village may be reluctant to consider installation of a traffic signal without an engineering study, and if there is any such reluctance (or requirement) for an engineering study, then we are writing to voice our request that such a study be undertaken.

I am confident that there are many Village residents who could provide specific examples of accidents and near-accidents at this intersection, and I'm grateful to my fellow residents who have taken up this cause.

Thanks for your consideration.

Janet Zeigler



Juliano, Jill

From: [REDACTED]
Sent: Monday, December 12, 2022 8:50 PM
To: Transportation
Subject: Safety Concerns - 500 Fair Oaks & Chicago Aves Intersection

[REDACTED]

To The Village Board,

As a resident of the [REDACTED] block of Fair Oaks Avenue, I am writing to request your support and prompt attention to the hazards of auto traffic at the intersection of Fair Oaks and Chicago Avenues.

We have lived here for only six years, yet in that brief time we know of countless near misses during school arrival and departure times, and at least two major car accidents. The highest risks are prevalent during times when high school students and others are on bikes and foot, subject to drivers who do not pay attention to pedestrian cross walk, right-of-way laws, blinking pedestrian signals, and tend to speed along Chicago Avenue. It's time to consider placing a stop sign or stop light at this intersection to prevent a tragedy.

On behalf of village residents, neighbors, and parents, I implore you to address this serious threat to safety well before there is a fatality or another serious injurious accident.

Sincerely,
Ellen Feinstein RD, MHA, FACHE

Juliano, Jill

From: Erica Canzona [REDACTED]
Sent: Monday, December 12, 2022 9:11 PM
To: Transportation
Cc: Jeff Canzona
Subject: Intersection of Chicago and N. Scoville

Dear Village of Oak Park-

I am writing to inform you of my family's concern about the traffic risks at the intersection of Scoville and Chicago avenue. My family has been living at [REDACTED] N. Scoville for the past 7 years and there have been numerous incidents when we have witnessed cars coming down Chicago Avenue (east bound and west bound) at very high/scary speeds. This makes it difficult to feel comfortable with our two children crossing that intersection and it also makes it difficult for our car to pull out from the alley onto Chicago Avenue. We see many high school children attempting to cross Chicago Avenue and we have witnessed near misses of cars driving in the parking lane to pass other cars that then almost hit pedestrians. We also have recently had shots fired (2 weeks ago) on our street after which the cars quickly turned onto Chicago Avenue to race away. While this incident happened at nighttime, we do believe that if Chicago Avenue had bumpers to prevent people from driving in the parking lane, then less car races would happen down Chicago Avenue.

Thank you for your attention to this urgent matter.

Sincerely,
Erica and Jeff CAazona

Juliano, Jill

From: Amy [REDACTED]
Sent: Monday, December 12, 2022 9:13 PM
To: Transportation
Subject: Corner of Chicago and Fair Oaks

To Whom it may concern,

I am writing to voice my strong support for a traffic light at the corner of Fair Oaks and Chicago. I am a resident of the [REDACTED] block of Fair Oaks Ave and have seen many close calls there. Traffic simply ignores the flashing walk lights. With this being a major thoroughfare for students walking, biking, and driving to OPRF, more must be done to protect our children. Please consider the motion to install a traffic light at this intersection.

Sincerely,
Amy Buchanan, MD
[REDACTED] Fair Oaks Ave

Juliano, Jill

From: Anne Stefanski [REDACTED]
Sent: Monday, December 12, 2022 9:16 PM
To: Transportation
Subject: Intersection at Scoville Avenue and Chicago Avenue

Hi-

I am writing to request consideration of change at the intersection of Scoville and Chicago Avenues. This intersection has been a dangerous intersection since we moved to the area in 2015. No neighbor should have their fence plowed through three times and on the last time in November of 2022 also plow into their house. The amount of time that this neighbor has had to spend negotiating and dealing with insurance companies and now having to go for months of having the front of their house look unsightly is unbelievable.

It is a miracle that no person or child walking by that area happened to be involved in any of those accidents. There have already been 4 accidents at this intersection for 2022. I believe since 2017, there have been ten total accidents, which by my standard is way too many. There are too many families with young children on this block to not look at a solution to remedy the fast, reckless driving that is happening at this intersection.

This intersection is dangerous for drivers and pedestrians. For pedestrians, first because the cars are not going at the posted speed limit (generally speeding) it does not allow pedestrians to have a window of opportunity to safely cross the street. The use of the pedestrian walk signal is only effective 10% of the time. Often no driver stops for pedestrians when the lights are flashing or one driver in one direction will stop but the other driver in the other direction flies by. There have been times that because the one driver stopped we started crossing the street with our young son only to have the other driver in the other direction wiz by. Thank goodness we didn't attempt to cross the street in one fell swoop.

The crosswalk at Chicago and Scoville is not only used for students attending OPRF (9th-12th grade) but also by students attending Whittier School (Pre-K-5th). These students need a safe way to cross the street. I have seen too many scary situations where cars are not stopping for these students or the car in front who is paying attention stops, but the car behind them almost rear-ends them. I hope that we don't need a child injured in order for a new plan of action at this intersection to take place.

For drivers, just as mentioned, if you are the safe driver who stops for the pedestrian light, there is always the fear of being rear-ended as the person behind you is not paying attention. Because many parents drop their OPRF student in front of OPRF school on Scoville, the drivers are trying to cross Chicago from FairOaks to Scoville Avenue while a car on Chicago Avenue is trying to turn onto Scoville Avenue. There have been way too many close calls.

Please take into consideration that safety measures to better the intersection at Chicago and Scoville need to be taken seriously and a remedy needs to be proposed and implemented as soon as possible. We do not want to see another car accident, injury, or property damage as a result of the intersection of Chicago and Scoville.

Thank you for taking the time to read.

Thanks,
Anne Douglas
[REDACTED] N. Scoville

Juliano, Jill

From: LAUREN LEVRANT [REDACTED]
Sent: Monday, December 12, 2022 9:45 PM
To: Transportation
Subject: Chicago and Fair Oaks Ave

I understand there this intersection will be discussed at your next meeting. I've lived just off this corner for 26 years and have seen too many accidents. Cars fly down Chicago at speeds exceeding 35 MPH all day and all night. The flashing sign stops only approximately 20% of cars even if someone is in the middle of the intersection as often happens to me.

Additionally, it's almost daily that someone passes on the right when a car slows at the corner for pedestrians.

Most horribly, on July 4, 2005 a neighbor child went into my yard to get a ball and left my gate open. Unknown to us, our dog got out and cross the street. When she saw me, she tried to get back home and was hit by a speeding car which did not stop even though the there was no way they didn't know they hit something. Neighbors came out from the sound of the hit. She was dead in minutes from the force of the hit. It took me years to be able to cross that street with another dog.

Please do something to avoid a future tragedy. Isn't a car in a house enough?

Lauren Levrant
[REDACTED] Fair Oaks Ave
Sent by Lauren Levrant

Juliano, Jill

From: Todd Newton [REDACTED]
Sent: Monday, December 12, 2022 11:00 PM
To: Transportation
Subject: Added comment regarding Fair Oaks/Scoville and Chicago Ave recent car crash into home

[REDACTED]

Hello,

My name is Todd Newton. Our family lives on [REDACTED] N Elmwood Ave, and we have been residents for 14+ years at that address.

Over our residence, we have witnessed chronic speeding through Chicago Avenue between Ridgeland and Oak Park Ave. We have witnessed many vehicle wrecks and wrecks into multiple houses during our time here. As dog walkers, we have also witnessed frequent high-speed recklessness, and chronic confusion and disregard for the Scoville/Chicago crosswalk. When roughly 80% of the cars obey the crosswalk, that should not be viewed as safety, particularly for kids.

Action should be taken to ensure the speed limit in this region is obeyed. Increased policing to cover speeding that occurs throughout the day and night draws valuable resources from our community. A better solution to address the source could be accomplished by speed bumps or automated speed/ticket monitors. I have concerns that a light may cause further congestion in the area and not address the underlying issue when it is green (which is disregard for the speed limit).

We can and should try to take additional steps to fix this chronic problem.
Thank you, R Todd Newton, [REDACTED] N Elmwood Ave.

Juliano, Jill

From: Rebecca Kaegi [REDACTED]
Sent: Tuesday, December 13, 2022 8:13 AM
To: Transportation
Subject: Fair Oaks/Chicago intersection

Good morning-

I'm writing in support of [REDACTED], whose house on Fair Oaks and Chicago Ave has had three cars crash into their yard in the last four years. They are absolutely correct that we need better safety measures at that intersection — a bump-out, a light, or both.

The flashing lights at the crosswalk are only effective for some drivers; others ignore them and speed past, or worse, go around a stopped car. I was nearly hit while walking my dog last year when someone zoomed around the car that was waiting for me.

There's especially a need at this location for two reasons. One is that it's so close to the high school. In the morning and at dismissal, there's a steady stream of bikers and walkers trying to cross. Add to that the large number of inexperienced teen drivers and you have a recipe for disaster. The other reason is that there are Whittier kids who live on the 400 blocks of Elmwood, Fair Oaks, and East, and they all have to get across Chicago. There is no crossing guard, even at the Ridgeland light, so many of them try to use this intersection with the flashing lights. My youngest child walked home alone many days in 4th and 5th grade, and I held my breath every time.

One of the cars that landed in [REDACTED]'s yard came right over the sidewalk where my young daughter had just been riding her scooter. Another came just after I'd walked past with my dog. That's too many close calls.

Please consider any safety measures that will protect our kids, teens, bikers, and dog walkers at this very dangerous spot.

Thank you,
Rebecca Kaegi
[REDACTED] N Elmwood

Juliano, Jill

From: Jeanne Gallo [REDACTED]
Sent: Tuesday, December 13, 2022 8:30 AM
To: Transportation
Subject: Fair Oaks & Chicago Ave.

[REDACTED]

Hi,
I live on the [REDACTED] block of Fair Oaks and in support of traffic control at our intersection. The current crosswalk and flashing light is not effective. Drivers do not stop, and barely slow down. When I am traveling on Chicago Avenue and stop for pedestrian traffic I often have the drivers behind me honk at me or go around me. There have been several accidents and this intersection needs to be addressed.
It is also difficult to pull out of our alley heading south toward Chicago Avenue as cars are parked very close to the alley and it is difficult to see around the cars to turn in either direction. I would recommend moving the area cars can park in along Chicago Avenue.
Finally, last night a car traveling north on Fair Oaks sideswiped two parked cars on the East side of the street. There is quite a bit of damage. I bring this to your attention because I feel as though cars drive too fast down Fair Oaks. Because it is a straight away to the high school we get more traffic.
Let's do something about this intersection before another incident.
Best,
Jeanne Gallo
[REDACTED] Fair Oaks

[REDACTED]

Juliano, Jill

From: Elizabeth Kelley [REDACTED]
Sent: Tuesday, December 13, 2022 8:56 AM
To: Transportation
Subject: Comment about the intersection of Scoville and Chicago

[REDACTED]

Good morning,

I am writing to implore you to consider making changes to the intersection of Scoville and Chicago. I live just south of Chicago on Scoville, and the chaos at this intersection is unparalleled in Oak Park. In the 18 months I have lived in at my address, I have seen:

1. Numerous accidents and countless near-accidents - In my opinion, the flashing pedestrian light has worsened the situation. Pedestrians push the light and charge into the intersection assuming (rightfully so) that cars will see the light and stop. Cars do not stop much of the time and swerve to miss the pedestrians. Many drivers appear confused about what to do and start and stop again. Several times, a car stopped abruptly when the lights started flashing and caused a rear end collision.
2. Speeding cars - Chicago Avenue between Oak Park Avenue and Ridgeland Avenue is a speedway. Getting out of the alley at 6:45am to go to work is like a competitive sport. Cars swerve around other cars turning left and almost hit the sidewalk and nearly miss pedestrians in the crosswalk.
3. Damage to neighbor's house and a possible fatality - Recently, a speeding car swerved off Chicago, hopped the curb, plowed through a fence, and slammed into my neighbor's porch. The car hit their house so hard that the pictures on my wall went askew. The front of the car ended up in the crawlspace of their basement. After the impact, I ran out of the house calling 9-1-1 and was the second one on the scene. Although I do not know the health outcome of the driver, I know he was very badly injured. It was horrifying, and I can't help but think the accident could have been prevented by changes made to the intersection. The look on my teenage daughter's face as they extracted the driver from his car is something I never want to experience again.

In conclusion, please consider making changes to our intersection to increase its safety. A on-demand full traffic light like at Kenilworth/Chicago? A bump out? There has to be a solution.

Thank you for your time.

Sincerely,

Elizabeth Kelley
[REDACTED] N Scoville

Juliano, Jill

From: Judy Humowiecki [REDACTED]
Sent: Tuesday, December 13, 2022 11:08 AM
To: Transportation
Subject: Corner of Chicago and Scoville

[REDACTED]

My husband and I have lived at [REDACTED] North Scoville for over 40 years. During that time we have seen quite a few serious accidents at the intersection of Chicago and Scoville but In the past few years the traffic on Chicago Avenue has increased exponentially. It is one of the very few east-west streets that has no stoplights or stop signs between Oak Park and Ridgeland which encourages excessive speed. We strongly support the request to Implement some type of speed control at that corner. There are too many small children and high school students who have to cross Chicago Avenue and risk serious injury. We were shocked by the recent accident where a car was speeding, lost control, and wound up implanted in our neighbors' house. This is the third time in as many years that a car has plowed through their fence. I fear for their safety and that of their children. Although the Village added a pedestrian signal to the crosswalk a few years ago, it is urgent that something more be done BEFORE there are any deaths.

Juliano, Jill

From: Franny C. Ritchie [REDACTED]
Sent: Tuesday, December 13, 2022 1:11 PM
To: Transportation; Bike Walk Oak Park
Subject: Agenda public comment

[REDACTED]

Hello,

I am writing to submit the below agenda public comment for tonight's Transportation Committee meeting.

Thank you!
Franny Ritchie
[REDACTED] S Humphrey Ave

I would like to comment on the forthcoming Vision Zero plan for Oak Park: I am thrilled that the Village sought and received a grant for Vision Zero planning, and I am excited for the plan process to begin. I would like to request that the Village consider implementation as a fundamental part of the Vision Zero plan. I am also concerned that the Village is not planning to undertake transportation safety investments until the plan is complete, which could be over a year from now. There are guidelines that the Village could adopt as standard - that are already in place across Oak Park - like adding leading pedestrian intervals or removing beg buttons from signals and reducing pedestrian crossing distance at key intersections near schools and other local traffic generators. I would like to request that the Transportation Commission work to ensure that implementation plan in place for the recommendations in the Vision Zero plan prior to its completion, so that any resulting projects can be implemented with as little delay as possible.

Thank you for your time.

--
Franny C. Ritchie