

APPROVED Meeting Minutes
Transportation Commission
Tuesday, August 8, 2023 – 7:00 PM
Council Chambers - Village Hall

1. Call to Order

Chair Burke called the meeting to order at 7:06 PM.

Roll Call

Present: Ron Burke, Jack Eskin, Jenna Holzberg, Jason Jenkins, Julie Johnston-Ahlen, Jason Nudelman

Absent: None

Staff: Staff Liaison Jill Juliano, Village Engineer Bill McKenna, Steve Pautsch, Village consultant from Civiltech Engineering, Jason Holy consultant from V3 Companies

2. Agenda Approval

Commissioner Holzberg made a motion to approve the agenda. It was seconded by Commissioner Jenkins. The motion was approved by a unanimous voice vote.

3. Approval of the Draft Transportation Commission Meeting Minutes

None

4. Non-Agenda Public Comment

None

5. New Business

5a) PETITION TO INSTALL A TRAFFIC CALMING DEVICE ON THE 1100 BLOCK OF HOME AVE

Steve Pautsch, the village consultant from Civiltech Engineering gave a presentation for this petition including background information on the item, crash data and collision diagrams. He recommended temporary speed feedback signs and midblock neck down.

The Commission discussed different widths of streets and how it affects vehicle speeds.

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

Q: Where does the number 800-1200 for traffic volume comes from? A: The traffic counts have been consistent for about the past 50 years.

Q: Is Home Ave a feeder street? A: The 1100 of Home Ave block is not. However, the 1150 block of Home Ave is designated as a feeder.

Q: Did staff evaluate the possibility of making a raised intersection at Home and Harvard? A: The evaluation looked into the midblock measures rather than intersection measures.

Q: Is there an explanation of more parked cars getting hit on Home Ave versus other streets? A: There isn't really an explanation and it may be due to vehicle cut through traffic.

Q: What is the recommended width for two cars to pass each other comfortably? A: Width neckdowns it's about 18-20 feet wide. Home Ave is about 30 feet and Wenonah Ave and Wisconsin Ave are 26 feet.

Commissioner Holzberg mentioned that there could be more solutions to traffic calming due the width of the roads and because this is a part of the neighborhood greenways network.

Q: Are all residents on the blocks notified of greenway implementations? A: For general traffic calming residents that are affected are notified of changes. For greenway implementations, the Village will post information on social media or the Village website.

The Commission also discussed about possible signs for bikers

The following persons spoke their public comments aloud:

Julie Jenkins agreed with the data and has seen similar situations. Many people half stop at the stop sign on Fillmore St and drive away extremely fast. This is hazardous due to the number of children living on the block. Traffic calming would help manage the vehicles and keep the children safe.

Leslie Thornton believes that traffic calming measures would not only help the 1100 block but also the other blocks on Home Ave. She agrees with the neck down idea however she believes that 6 feet will not be enough feet. She is requesting for more bump outs. The nearby schools attract many pedestrians and bikers.

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

- Pinch points lengths
- Bump out sizes
- Impact of pinch points on cyclists
- Possibility of 2 pinch points
- Cut through for cyclists
- Impact of pinch points on parking

Chair Burke believed that the recommendation should be to deploy portable speed radar signs and to do a mid-block pinch point. The pinch points being 6 feet wide maximum and possibly similar treatment for the other 2 blocks.

Q: Will there be a speedbump on the 1150 block of Home Ave? A: All the 1150 blocks along Roosevelt Road that are eligible for speed bumps will get speed bumps in October.

Bill McKenna commented public engagement for the Vision Zero plan begins this fall.

The Commission agreed to table the item until staff can bring back additional options at the next meeting.

5b) REVIEW OF THE NEXT SEGMENT OF THE BIKE BOULEVARD/NEIGHBORHOOD GREENWAYS DESIGN

Village Engineer Bill McKenna explained to the Commission that this item was on the agenda so that the Commission can be briefed about improvements in the plan.

New improvements include:

- New pavement markings and signage from Erie St to Oak Park Ave
- New RRFBs on Oak Park Ave
- Northeast corner of Erie St bump outs
- Possible bump outs on Erie St at Scoville Ave
- Moving northbound bike lane on Scoville Ave at Erie St to Elmwood Ave

Chair Burke commented that there should be dialogue with the school about the 2-way bike lane on Scoville Ave, because it comes at an expense of a parking lane. He mentioned that there is not enough space for everyone.

The following persons spoke their public comments aloud:

Mark Finley, president of Oak Park Cycle Club gave comments. The cul-de-sacs are creating problems for bikers. He requested taking out the cul-de-sac east on the greenway. He agrees with eliminating parking on Scoville Ave.

Q: How are Neighborhood Greenways Plan and Vision Zero Plan connected? A: Vision Zero Plan will address bike and traffic safety. Both projects will discuss and coordinate about the new bike boulevard safety and the Scoville area.

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

- Encourage students to walk or bike to school by making the area safer
- Dedicate pick up/drop off area for people with disabilities
- Coordinate with OPRF officials about the greenways

The Commission mentioned many different concerns and Bill McKenna explained that they can send individual concerns bout the greenways to Staff Liaison Jill Juliano and that he can address them.

The Commission agreed to discuss recommendations for the 1100 block of Home Ave during the September meeting. The broader neighborhood greenways conversation will be discussed at later meetings in the fall.

The Commission agreed to table the item until staff can bring back additional options at the next meeting.

6. Old Business

Commissioner Jenkins brought up recommendations about the 400 block of Berkshire St. The Village investigated potential treatments on Berkshire St. and Ridgeland Ave to reduce speed and to protect pedestrian safety during the previous meeting. Bill McKenna explained that he would discuss with staff about the design and follow up with the Commission about possible traffic calming measures

7. Adjourn

With no further business, Commissioner Nudelman made a motion to adjourn the meeting. It was seconded by Commissioner Holzberg. The motion was approved by a unanimous voice vote.

The meeting adjourned at 9:36 PM.

Submitted by:

Jay Ahn

Administrative Intern