

APPROVED Meeting Minutes
Transportation Commission
Tuesday, September 12, 2023 – 7:00 PM
Council Chambers - Village Hall

1. Call to Order

Chair Burke called the meeting to order at 7:03 PM.

Roll Call

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

Absent: Jenna Holzberg (arrived at 7:23 P.M.)

Staff: Staff Liaison Jill Juliano, Village Engineer Bill McKenna, Alex Hanson – a consultant of Sam Schwartz, Steve Pautsch - Village consultant from Civiltech Engineering, and Jason Holy - a consultant from V3 Companies

2. Agenda Approval

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

3. Approval of the Draft Transportation Commission Meeting Minutes

Commissioner Eskin made a motion to approve the July 11, 2023 Meeting Minutes. . It was seconded by Commissioner Jenkins. The motion was approved by Commissioners Eskin, Jenkins, Nudelman, and Chair Burke. Commissioner Johnston-Ahlen abstained.

Commissioner Jenkins made a motion to approve the August 8, 2023, Meeting Minutes. It was seconded by Commissioner Eskin. The motion was approved by Commissioners Eskin, Jenkins, Nudelman, and Chair Burke. Commissioner Johnston-Ahlen abstained.

4. Non-Agenda Public Comment

Rosa Santos: lives on the 1000 block of North Marion St. She expressed concerns regarding cut through traffic on their block causing dangerous situations including accidents and near misses. She's asking for the commission to include in their 2024 work plan and take into consideration some of the suggestions to restrict access form Harlem Ave to mitigate the dangerous traffic.

5. Old Business

5a) PETITION TO INSTALL A TRAFFIC CALMING DEVICE ON THE 1100 BLOCK OF HOME AVENUE (CONTINUATION FROM THE AUGUST 8, 2023 TRANSPORTATION COMMISSION MEETING)

Steve Pautsch of Civiltech Engineering gave an update on this petition and an overview of three traffic calming options: a mid-block pinch point, a chicane design, and an extended chicane design. Staff is recommending the chicane design. He then gave an overview of the Bike the Boulevard concept plan with traffic calming elements.

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

Q: Are there any possibilities for a crosswalk on the south end on Roosevelt and a raised intersection on the north end where the bike path intersects at Garfield? A: Raised intersections have a greater fiscal impact due to drainage considerations; what is being recommended are focusing on the quick treatments with low-cost measures that can be easily implemented with existing funding resources.

Q: Would larger vehicles (fire trucks, ambulances, snowplows) be able to easily navigate the chicane design? A: They should be able to easily navigate the design based on the 14-foot width of the design.

Q: Would there be enough clearance for bike traffic to drive through the posts of the traffic calming? A: It might be tricky due to the width of the bump outs and the width of the street, but they can keep that in consideration in the design of the element.

The commission also discussed a preference to see continuous bike lane marking on the greenways and roads whether it is on the road itself or a standup sign even when the bike lane overlaps the car lane as a reminder to drivers that it is a shared.

The following persons spoke their public comments aloud:

Dave Marshall spoke his public comment asking what the experience has been with a small bump out and if they actually slow down drivers.

Steve Pautsch of Civiltech Engineering responded the 14-foot width is a balance of slowing traffic and accommodating larger vehicles. There is data that demonstrates these techniques do slow traffic.

Julia Jenkins spoke their public comment asking for clarification if the residents of the block will have an opportunity to weigh in on the final recommendation.

Chair Burke responded the final recommendation will go to the Village Board at which point there is an opportunity for public comment. Typically, the process does not include going back out for public comment prior to going to the Village Board.

Leslie Thorton spoke their public comment expressing her support for the recommendations. She requested clarification on if the reason to not implement speed tables or speed humps is due to the cost.

Village Engineer Bill McKenna responded the current policy is speed bumps are only implemented on the 1150 block north of Roosevelt Road. It's not a tool used outside that area.

Commissioner Eskin made a motion to recommend option 2 of the revised proposal from staff for the block between Fillmore St and Harvard St. It was seconded by Commissioner Jenkins. The motion was approved by a roll call vote as follows:

Ayes: Commissioners Eskin, Jenkins, Holzberg, Johnston-Ahlen, Nudelman, and Chair Burke.

Nays: None

The motion passed unanimously 6 to 0

5b) REVIEW OF THE NEXT SEGMENT OF THE BIKE BOULEVARD/NEIGHBORHOOD GREENWAYS DESIGN (CONTINUATION FROM THE AUGUST 8, 2023 TRANSPORTATION COMMISSION MEETING)

Village Engineer Bill McKenna and Jason Holy of V3 Companies gave an overview of this continuation of the discussion of the Bike Boulevard system. The area of Scoville Ave near the Oak Park River Forest High School was not incorporated due to impending development by OPRF for a gymnasium in that area.

The Commissioners discussed the following topics:

- Engaging with the high school regarding changes on Scoville Ave with their project to ensure there is no conflict with the Bike Boulevard project.
- Funding timelines for the greenways and any time constraints.
- The utilization of sharrows and skip-dashes.
- Options for navigating the jog leg at Oak Park Ave and Erie St.
- Recommending 20mph speed limits throughout.
- Impacts on parking by adding a bike lane.
- The addition of bump outs at certain intersections.
- The concept and messaging of Greenways vs Bike Boulevards.

The following person spoke their public comments aloud:

Mark Finlay, President of the Oak Park Bike Club, requested that the road lane symbols be put more into the driving lane due to these markings being raised and causing discomfort when riding a bike over them.

Staff will come back to the Commission with additional information on branding and design options.

6. New Business

6a) INTRODUCTORY PRESENTATION REGARDING THE VILLAGE OF OAK PARK'S VISION ZERO PLAN (2023 TRANSPORTATION COMMISSION WORK PLAN ITEM)

Alex Hanson of Sam Schwartz Consulting gave an overview presentation of the Vision Zero Plan, the process, the timeline, and the community engagement strategy.

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

Q: In terms of the sequencing of phases, what is the thinking behind doing the actual capital improvements before policy and program recommendations. A: They are not totally segmented and they have already been looking into the policy and code aspects, but they want to be looking at some of the locations and types of tools they will be using first as those may have policy implications.

Q: Is there a washout date? A: It will be in early October.

Q: Who is on the Steering Committee. A: It is still being finalized and was based on staff recommendations.

Q: What is a community walkshop? A: A route will be developed a head of time that will be about an hour long that will look at certain locations that we want to hear from people about their experiences with those locations. The communication for these events will be on the Engage Oak Park website and they will work with Communications to get the messaging out.

Q: Is this enough community engagement? A: This is the initial strategy, and the consultant will be flexible and adaptable throughout as any additional needs become clear.

Q: The data collection and crash analysis portion was done during winter and raises concerns about collecting accurate information for pedestrian and bike traffic. A: The

consultant has gathered historical data from 2016-2022 and will be doing additional data collection in September.

Q: Is there a plan to investigate cross collaboration with the Climate Action Plan? A: We have already reviewed the climate action plan in detail and noted a lot of the overlap regarding the strategies and actions and will continue engaging with the Sustainability staff.

Q: What are the touch points for the Village Board in this planning processes. A: The commission will be making a recommendation to the Village Board. There could be multiple engagements with the Board depending on their questions. Staff is looking at a Fall 2024 final adoption of the plan and staff will work with the Village Manager's Office on how best to engage the Village Board during the process.

Other topics of discussion were:

- Involving the Citizen Involvement Commission to further engage the community.
- Assessing the Village's Complete Streets policy and how it has been working.
- Engaging with the youth of the community.
- Looking at how this plan implements the ADA plan.

The following person spoke their public comments aloud:

No Name Given – does the consultants analysis include state roads and how does the consultant interact with the state road officials on this plan.

Alex Hanson of Sam Schwartz Consulting responded they are not excluding historic data on state roads which is where a lot of the fatalities and serious injuries are occurring. There will also be a parallel Cook County Vision Zero action plan, and they will be prioritizing the best place for Oak Park to focus on throughout this process. They will not be excluding that data but will have to figure out the right path to tackle those and where to prioritize the Village's efforts and resources.

6b) DRAFT 2024 TRANSPORTATION COMMISSION WORK PLAN

Staff liaison Jill Juliano gave an introductory overview of work plans in general and the Transportation Commission's draft 2024 work plan specifically.

Chair Burke recommended the commission continue working on Vision Zero, the Greenways/Boulevard network, and Traffic Calming Petitions for the 2024 work plan, and then think about what other work items they may want to include.

There was some discussion regarding the following:

- Staff's ability to move forward with identified traffic problem areas (based on data) without the need for it to be driven by petitions.
- Requests for stop signs being normally a petition-based process but can also be addressed by staff if a problem has been identified.
- The feasibility of taking a wholistic view of village-wide approach to traffic issues.
- An update on the state of the backlogged petitions.

7) Other Enclosures

Staff liaison Jill Juliano gave a brief overview of the 1200 block of Woodbine Avenue before and after study. There was no further discussion on this item.

8) Adjourn

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

The meeting adjourned at 9:43 PM.

Submitted by:
Linda DeViller
Budget & Revenue Analyst