

APPROVED Meeting Minutes
Transportation Commission
Monday, February 12, 2024 – 7:00 PM
Council Chambers - Village Hall

1) Call to Order

Staff Liaison Jill Juliano called the meeting to order at 7:00 PM.

Due to Chair Burke being absent, Commissioner Jenkins nominated Commissioner Eskin to be Chair Pro-Tem for tonight's meeting, which was seconded by Commissioner Nudelman.

The motion was approved by a roll call vote as follows:

Ayes: Jenkins, Nudelman, Johnston-Ahlen, Eskin

Nays: None

The motion was passed unanimously with a vote of 4 to 0.

Roll Call

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

Absent: Jenna Holzberg, Rob Burke

Staff: Staff Liaison Jill Juliano, Steve Pautsch- Village Consultant from Civiltech Engineering, Village Engineer Bill McKenna, Consultant Alex Hanson from Sam Schwartz

2. Agenda Approval

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

3) January 8, 2024 Approval of the Draft Transportation Commission Meeting Minutes

Commissioner Johnston-Ahlen made a motion to approve the draft January 8th, 2024 Transportation Commissioner meeting minutes and seconded by Commissioner Jenkins. The motion was approved by a unanimous voice vote with no changes to the meeting minutes.

4. Non-Agenda Public Comments – up to 15 minutes.

Staff Liaison Juliano read aloud a non-agenda public comment from Liaht Bauer, a condo owner on Oak Park Ave, regarding the parking dwindling down and relocation of the pace bus and bike routes. She expresses the difficulty of parking availability and suggests opening up and expanding the Y1 zone to assist with parking.

Staff Liaison Juliano has spoken with the Parking Services Division who intend to discuss the issue at the March 11th meeting. The Transportation Commission will then review the Parking Services recommendations at a future meeting.

5. Old Business

5a) PETITIONS TO IMPLEMENT TRAFFIC CALMING MEASURES ON THE 900 BLOCK OF N HUMPHREY AVE, THE 1000 BLOCK OF N HUMPHREY AVE AND THE INTERSECTION OF BERKSHIRE ST AND HUMPHREY AVE (CONTINUATION FROM THE JANUARY 8, 2024 TRANSPORTATION COMMISSION MEETING)

Consultant Steve Pautsch gave a brief overview of the traffic calming petitions from the January 8th commission meeting. It was determined the northeast side of Division and Humphrey intersection; the street is too narrow and would not allow a curb extension to be put in as it would cause safety issues with larger westbound vehicles turning right at the intersection. Other intersections would get paint and post bumps on all four legs wrapping the corners at the Berkshire and Humphrey intersection. Recommended at Greenfield and Humphrey, curb extensions on the 4 corners on Humphrey. There is no recommendation for wrapping on Greenfield since there wasn't an intersection traffic calming petition.

Commissioner Jenkins asked what the recommendations are based on. Consultant Pautsch responded it is based on a number of things, including the size of trucks, vehicle speed at the intersections and ability to wave through the traffic.

Chair Pro-Tem Eskin questioned if trucks are the size of Amazon or larger and could they make the turn? Consultant Pautsch responded a large sized box truck and landscaping trucks with a trailer would have difficulty and cause safety concerns.

Public Comment:

Daniel O' Donnell, who lives on the 900 block of N. Humphrey, has seen a lot of cars speeding in the areas and feels the bump outs could help, but the bump out, will not help with the speeding from the Austin traffic. No one is stopping at the stop signs and he is asking for speed humps instead.

David Shaulis, from the 900 block of N. Humphrey, thinks the analysis from the speed data is not enough. It is not showing the excessive speeding or the residents blowing through the

stop signs. He recommends a speed hump would make a bigger impact. He is afraid that someone is going to get hurt and advises that we take a closer look at the excessive speeding and residents violating the stop signs.

Commissioner Johnston-Ahlen reminded residents, as discussed at the last meeting in January, we are not able to install speed humps on the East and West sides, it is not something we have in our tool kit. Residents would have to discuss that with the Village Board.

Chair Pro-Tem Eskin explained that residents can bring their traffic calming recommendations to the Village Board for consideration, and the Commission is looking to expand the parameters.

Village Engineer Bill McKenna commented that speed bump policies would be part of the Vision Zero Plan and the Commission cannot make recommendations that go against policy. The way regulations are set up we are not able to make changes to the policies. The reason why we are not able to add speed humps on certain streets is the Fire Department had concerns regarding having ambulances slowing down with immobilized patients, so the Village Board came up with a compromise with the speed bumps.

Sheena Rayford from the 1000 block of N. Humphrey reported dozens of cars speeding and not adhering to the stop signs, and recommended bump outs or some type of barriers to slow down the traffic at the alleys and stop them at several different points.

John Maschoff from the 1000 block of N. Humphrey would like the commission to look at all the tools and see what we could use that do help slow down cars and traffic to keep it at a safe level.

Commissioner Jenkins expressed appreciation for the comments and the Commission is working hard to find solutions to help. He encouraged residents to stay for the second half of the conversation regarding Vision Zero so residents can hear all the options that they do have in the tool box.

Consultant Pautsch commented we have the data that shows motorists have gone through the area going over the speed limit by about 10 mph, but we do not have data that shows the rolling stops.

Chair Pro-Tem Eskin stated it is an intersection problem; with the bump outs we can address it at the intersection whereas the speed hump is a mid-block treatment and goes above what the ordinance allows.

Commissioner Jenkins commented that speed bumps are not a bad idea but there can also be negative outcomes if residents go slower at the bumps and then speed right after they pass them. These are outcomes that the Commission needs to look at as well.

Commissioner Johnston-Ahlen commented people want stop signs but they do not work that great due to not enough flow of traffic. She stated that we do not have the tools in the tool box to make people stop at stop signs.

Final comment from Daniel O' Donnell questioned what can be done to change the policy if these issues are reoccurring every month? What can the Commission do to get more things done to get to the Village Board?

Commissioner Nudelman states those issues can come into the Vision Zero Plan.

Commissioner Jenkins made a motion to recommend: accept staff's recommendations with the addition of extending the bump outs on to Greenfield on all four corners. Commissioner Nudelman seconded the motion.

The roll call vote was as follows:

Ayes: Jenkins, Nudelman, Johnston-Ahlen, Eskin

Nays: None

The motion was passed unanimously with a vote of 4 to 0.

6. New Business

6a) UPDATE ON THE VILLAGE OF OAK PARK'S VISION ZERO PLAN (2024 TRANSPORTATION COMMISSION WORK PLAN ITEM)

Alex Hanson, Sam Schwartz Consultant on the Vision Zero Plan, gave an update from the crash analysis from 2018-2022. He reported there were 132 serious injuries and 16 fatalities. Walking and biking have seen more fatalities and serious injuries. The Vision Zero Plan's focus would be looking at safety for people walking and biking, and to look at tools and recommendations regarding the lighting conditions and streets owned by IDOT since they have more injuries and fatalities than streets owned by Oak Park.

Key components for Vision Zero:

- Identify high injury networks-prioritize effort and resources
- Identify opportunities for high impact grants

- Identify where partnerships would be needed.

Sam Schwartz has formed a community-based steering committee for input, they have done online engagement, and surveys, along with focus groups with Oak Park River Forest High School, also with older residents to gather feedback. According to data from surveys residents feel the safest while driving and less safe while biking. More than 80% of people have witnessed a crash or know someone who has. Sam Schwartz is using that data to show how it is impacting people's lives.

Village Engineer Bill McKenna commented the Transportation Commission will have opportunities to give final recommendations before the study is to be presented to the Village Board,

Joe Ruzweld questioned, along with the equity enforcement, is the tool box of enforcement something that will be in effect? There should be more than just fines for certain offenses.

Alex Hanson responded, automated enforcement has been brought up and there are some legal issues that still need to be discussed, yet it is something that could be explored but it is not something that is permissible right now. We could work with the police department regarding correct ways to go about enforcement and fines.

Village Engineer Bill McKenna gave a brief update for pending projects. to the Village Board with ongoing studies with the school districts about traffic safety. On March 5th the county will provide a status of the Vision Zero and Bike Plan. Staff has gone out for with an RFQ with a proposal with a consultant for a bike plan and infrastructure. Staff will also give an update on the status at looking at Ridgeland for bike treatments and working with getting a proposal with a consultant, although it does come with the expense of losing parking.

7. Adjourn

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

The meeting was adjourned at 8:49 PM

Submitted by,
Anita Bahena
Administrative Assistant.

From: [Sheena Rayford](#)
To: [Transportation](#)
Subject: Berkshire Humphrey
Date: Sunday, February 11, 2024 11:20:07 PM

Caution! This message was sent from outside your organization.

Hi

I would like to call upon this committee to enact traffic calming measure for the intersection of Berkshire and Humphrey. As I stated before, I have a direct view of the egregious driving practices especially from Austin traffic heading west into Oak Park.

I've attached some links that show speeders and people disobeying the stop sign do every day. My Ring camera is full of offenders that use the stop sign as a suggestion.

Friday morning - <https://ring.com/share/8728c915-dd60-4a09-98da-ce3029f36e9c>

Friday morning 2 - <https://ring.com/share/40ca2330-6d93-4aeb-a6a8-3373415a7de9>

Car going around a school bus and not stopping at the stop sign - <https://ring.com/share/d3a33040-4217-49b7-82b2-bda19abf6a18>

2 cars that didn't stop at the stop sign within seconds of each other - <https://ring.com/share/1f3b8699-ea7f-46ea-baba-02da8d032e5b>

Another - <https://ring.com/share/705b359d-6367-451f-b3f4-ed2b6e93ac2f>

All of the videos were taken in the past 72 hours. I have several dozen more from that 72 hour timeframe - displaying morning and evening violations. For every 1 car that stops there are 10 that don't.

I think a physical obstacle is the only solution to stop speeding cars and cars that don't adhere to the stop sign.

My suggestions to the commission:

1. a neck down/bulout:



2. one lane choker:



I am requesting the help of this commission to keep our kids and residents safe. The Oak Park police cannot always have a car sitting at that corner to catch violators. When the police aren't there, we need a physical barrier to help keep people safe. We have done our part by bringing this issue to your attention. We are passionate neighbors with families and we are asking that you join us in creating a safe,

walkable Oak Park for all.

Sheena Rayford
1000 block of North Humphrey
Sent from my iPhone

