

APPROVED Meeting Minutes
Transportation Commission
Monday, August 26, 2019 – 7:00 p.m.
Room 101 – Village Hall

1. Call to Order

Ron Burke called the meeting to order at 7:00 PM.

- Introduction of Commissioners: Camille Fink and Ron Burke as new commissioners
- Introductory Statement from new Chair of Commission, Ron Burke including charge and role of the Transportation Commission

Roll Call

Present: Garth Katner, James Thompson, Robert Taylor, Aaron Stigger

Camille Fink, Rod Burke. Meghan Moses arrived at approximately 7:30pm

Staff: Public Works Civil Engineer/Transportation Commission Staff Liaison Mike Koperniak, Traffic Engineer Jill Juliano, Recording Secretary Kevin Cassidy, Parking Services Manager pro temp John Youkhana, Village Engineer Bill McKenna

2. Non-Agenda Public Comment

None

3. Agenda Approval

- Commissioner Taylor made a motion to approve the agenda as presented.
- The motion was seconded by Commissioner Stigger.
- The motion was approved by a unanimous voice vote.

4. Approval of Draft Transportation Commission Meeting Minutes

- Commissioner Stigger made a motion to approve the July 22, 2019 Transportation Commission meeting minutes as submitted.

- The motion was seconded by Commissioner Thompson
- The motion was approved by a unanimous voice vote.

5. PETITION FOR IMPLEMENTATION OF A TRAFFIC CALMING DEVICE ON THE 500 BLOCK OF N. EUCLID AVENUE

- Engineer Jill Juliano presented information and commentary regarding the petition. Juliano explained the Village's scoring table system which indicated traffic calming measures should be taken.
- Engineer Juliano replied to Commissioner Taylor's inquiry regarding percentage of residents supporting a petition. 56% of Euclid residents support the petition while 51% is the requirement. Taylor noted that the percentage of support seemed small.
- Further, they discussed the percentage of residents willing to accept the cost of using brick pavers in a possible re-surfacing on Euclid.
- Village Engineer Bill McKenna reported meeting with eight homeowners from the 500 and 600 blocks of north Euclid as they consider support for a Special Service Area.
 - Brick Pavers would cost \$750,000 for both 500 and 600 blocks as opposed to \$80,000 to resurface both blocks
- Commissioner Taylor inquired regarding the installation of temporary measures, ie. pinch points and McKenna supported the temporary strategy in order to evaluate the effectiveness of pinch points.
- McKenna responded to Chair Burke's inquiry about maintenance costs of brick pavers vs. asphalt. Brick is essentially permanent while asphalt must be resurfaced every fifteen years. Brick costs less in the long run.
- There was a discussion among the commissioners and staff regarding the relationship of speed limits and crashes in response to Chair Burke's inquiry.
 - There is an attempt at a holistic, Village-wide approach to traffic calming measures
 - There was a reference to the application of the Traffic Commission's "Tool Box", as a guide to decision making and a guarantee of a Village-wide approach.
 - There was a discussion of police enforcement in relation to posted speed limits. (eg. Lower posted limits result in more violations, causing more enforcement thus placing a strain on police resources.)
 - Commissioner Fink inquired into expected benefits of traffic calming measures in the 500 and 600 blocks of Euclid.

- Engineer Koperniak explained what a Special Service Area (SSA) was and how the funding worked. Discussed consequences of establishing an SSA.
- Chair Burke endorsed the holistic approach.
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- PUBLIC TESTIMONY OPEN
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- Misty Pepper of the 500 N. Euclid block stated that the data presented was contrary to her own observations at the south end of the block. Speeds are higher than the data indicates. She supports calming.
- Cherry Kourtney of 500 N. Euclid block stated that mid-block calming measures do not address the primary problem: Drivers speed northbound across Chicago Avenue and fail to slow down after crossing.
- Julie Noonan of 500 N. Euclid block stated that 11 of 14 residents supported traffic calming measures. Cars speeding northbound across Chicago Avenue when children are present is the problem.
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- CLOSE PUBLIC TESTIMONY
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- STAFF AND COMMISSIONERS DISCUSSION
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- Thompson asked if mid-point bump outs would help the problem of speeding cars at the corner of Euclid and Chicago. Asked if corner bump-outs might be more effective.
- McKenna responded that corner bump-outs are primarily intended for pedestrian protection and do not reduce speed at the intersection. McKenna suggested that multiple treatments might be necessary. McKenna explained that the mid-point bump-outs do cause slower speeds on the street. Moving the pinch points could have an effect that is displaced onto surrounding traffic.
- Stigger observed that the northbound traffic has twice the volume of southbound traffic. Suggested “right turn only” during peak hours. Juliano agreed that it would be effective but would certainly lead to increased violation with all its attendant costs.
- McKenna estimated a pinch point cost at \$15,000 in response to a question from Chair Burke.
- Stigger proposed the installation of “Rain Gardens” as pinch-points.

- Moses inquired about prioritization of traffic and about the status of the Neighborhood Traffic Management Plan and the Request For Proposal which was then discussed with Koperniak and Juliano.
- Chair Burke asked if there were any other “tool box” items that might apply and McKenna discussed chicanes and other methods.
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Following a discussion of variables and conditions the commission agreed that a motion in favor of traffic calming in the 500 block of north Euclid should conform to methods agreed upon in the motion for 600 N Euclid. Thompson made the motion which was seconded by Moses. For the record, the 600 N Euclid Avenue block recommendations are as follows:

- 1) Install pinch points. However, if a sufficient number of the block’s residents approve the installation of brick street pavers and agree to pay the added cost, then the Transportation Commission recommends installation of brick street pavers.
- 2) Install temporary pinch-points in order to evaluate their effectiveness.
- 3) Request increased police enforcement of the 500 and 600 blocks of north Euclid Avenue during peak traffic hours.
 - Ayes: Taylor, Stigger, Katner, Thompson, Fink, Moses, Burke
 - Nays: None

The motion passed unanimously.

6. PARKING STUDY UPDATE

- John Youkhana, Acting Director of Parking Services presented public testimony, petitions, and other background concerning the effects of the pilot parking program on Village residents.
 - Taylor inquired about outstanding petitions and suggested that all petitions be consolidated.
 - Youkhana, staff and commissioners discussed plans for the program’s next steps.
- PUBLIC TESTIMONY
 - Bob Larson of the 600 block of Home Ave. explained that Oak Park Hospital became much busier after Rush Hospital took over. Parking solutions implemented on the 800 south blocks near the hospital pushed the parking problems onto the east-west streets such as Monroe.

- As full disclosure Burke stated that he instigated the petition to address the parking issue in the 600 block of Wenonah. Moses disclosed her involvement in the petition for the 700 Block of Wisconsin.
- Ann Lockum resides near the corner of Home and Monroe. She stated that the parking problem started when the new Emergency Room opened and hospital employees parked in the area. She described Home Ave as a walking route for school children for whom the added traffic is a problem. The traffic problem has shifted east from the hospital.
- Joe Trajanowski of the 500 south block of Kenilworth presented a petition on behalf of his neighbors. He stated and showed photos demonstrating that Madison Street businesses cause all Kenilworth parking to be taken up.
- Tree Havener of the 500 south block of Kenilworth stated that 3 hour parking was not a solution for problems on Kenilworth. She stated that the street was not appropriate for a bike route.
- Clarence Ward of the 500 south block of Kenilworth stated that the installation of pay stations on Madison has pushed parking onto the side street. Also, the Core Power business misstated its parking capacity. Businesses need to be responsible for customer parking and not neighboring residents.
- Linny Hamburger of the 800 south block of Kenilworth. Passport Parking is functional but everyone know how to use the “secret” 1888 number to bypass the system
- Mark Solock of the 1100 block of Augusta said that he has trouble keeping tenants at his Augusta property due to parking shortages. The closest public lot is 10 to 15 minutes away. He asked that overnight permits should be made available.
 - John Youkhana stated that there was no solution to this problem unless the parking pilot program was extended to this area.
- Jack Chalabian spoke about the Pilot Parking process and asked how its function would be evaluated.
 - A discussion among the commissioners followed on this topic. The commission asked about the evaluation method. The commissioners assume the program will go forward as the pilot has changed the environment.
- John Youkhana gave a closing statement
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7. BIKE PLAN UPDATE

- Koperniak presented the Village Bicycle Plan
- Bike Walk Oak Park, a local bicycle advocacy organization, was represented by Jenna Holzberg and Rachel Poretsky. They offered a professional Power Point presentation which may be viewed on their website.
 - Ron Burke stated for the record that he has participated in the development of both bicycle plans
- As the Bike Walk plan encouraged a “buy in” from District 97, Moses asked if the schools allow students to ride bikes to school.
 - Rachel and Jenna responded that some do and some don’t
- A bike plan will require enhanced connectivity and safe crossings at busy intersections.
- Mike Stewart of the 1100 south block of Grove represented the Oak Park Cycle Club and spoke in support of the Bike Plan effort.
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CLOSE TESTIMONY

- The Commission discussed the Bike Plan and the present bicycling infrastructure in the Village.
 - Moses stated that streets marked for cycling should not be called “Dedicated Bike Lanes”. Bikes share the lanes and she said a different term should be used.
 - Thompson suggested one-way streets and protected bike lanes
 - Burke stated that there would be a trade-off. Better bike lanes would cause a loss of parking.
 - Stigger suggested that bike lanes run along the curb with parking spaced edged out into the street.
 - It was stated that overnight on-street permit parking adds to the difficulty in removing parking from the street
 - Rachel Portetsky stated that there should be a compromise between the ideal and a more realistic agreement with the Village.
 - Taylor compared North Blvd. favorably to Pleasant Ave as a bike route.
 - Burke suggested focusing on residential greenways as connected Bike Routes.
 - Burke requested that Staff do a cost estimate for striping and signage.
 - A broad discussion occurred among the commissioners and the staff regarding the Madison and Kenilworth bike crossing and its relation to the Madison Street Road Diet project.

- Moses requested a review of Complete Streets and a discussion followed about how Greenways and Complete Streets intersect.
 - McKenna called on the commission to prioritize its needs as the workload must be managed.
 - Jenna suggests the holistic approach to lane markings and other tools. She said inexpensive and impermanent strategies would allow observation and evaluation.
 - McKenna suggested \$200,000 as a working budget
 - Fink urged the inclusion of OPRF in the plan
 - McKenna suggested starting with the high school and expanding out as the budget allows.
- Moses made the motion to implement the bike greenways plan by first concentrating around the OPRF High School area with additional areas if funds are available in 2020 and then plan for the entire Village. Katner seconded the motion.
 - Ayes: Taylor, Stigger, Katner, Thompson, Fink, Moses, Burke
 - Nays: None

The motion passed unanimously.

8. REVIEW REPORT ON STATUS OF WORKING AND NON-WORKING DETECTOR LOOPS AND HOW THEY ARE MAINTAINED AND MONITORED (CONTINUED FROM FEBRUARY 25, 2019 MEETING)

Mike Koperniak gave a presentation on the current status of working and non-working traffic detector loops in the Village of Oak Park. The presentation included a summary of improvements the Village has made this year in terms of software upgrades and preparing a request for proposal for repairing damaged detector loops at various locations. The Commission asked questions and Staff provided answers. Overall, the Commissioners were satisfied with the presentation and the actions being taken by Village Staff.

STIGGER MOVED TO ADJOURN

- Motion seconded by Katner
- Adjourn at 10:10 PM

Recording Secretary, Kevin Cassidy