

APPROVED Meeting Minutes
Transportation Commission
Tuesday, March 8, 2022 – 7:00 PM
Remote Participation Meeting

1. Call to Order

Staff Liaison Jill Juliano called the remote participation meeting to order at 7:04 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, Meghann Moses, Brian Straw, James Thompson

Absent: Garth Katner, Aaron Stigger, Ron Burke

Staff: Village Engineer Bill McKenna, Parking & Mobility Services Manager Sean Keane, Parking Restrictions Coordinator (PRC) Cinthya Redkva, Staff Liaison Jill Juliano

Commissioner Moses made a motion to nominate Commissioner Thompson to be the Chair Pro Tem in Chair Burke's absence. It was seconded by Commissioner Straw.

The roll call vote was as follows:

Ayes: Moses, Straw, Fink, Thompson

Nays: None

Commissioner Thompson was named acting Chair for the duration of the meeting.

2. Agenda Approval

Commissioner Moses made a motion to approve the agenda. It was seconded by Commissioner Fink.

The roll call vote was as follows:

Ayes: Moses, Fink, Straw, Thompson

Nays: None

The motion passed unanimously 4 to 0.

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

Commissioner Straw made a motion to approve the draft February 8, 2022 Transportation Commission meeting minutes. It was seconded by Chair Thompson.

The roll call vote was as follows:

Ayes: Straw, Thompson, Fink, Moses

Nays: None

The motion passed unanimously 4 to 0.

4. Non-Agenda Public Comment

Robert Previdi read aloud from his previously submitted written public testimony. The statement, in its entirety, is attached to these minutes.

Chair Thompson mentioned that he has also experienced issues with the CTA and wonders if the Commission or Village Board can do anything to help since other residents are undoubtedly also experiencing these issues.

Commissioner Straw stated that the CTA may be beyond the scope of the Commission, but that the Board may be able to help, and it would be worthwhile to bring to their attention.

5. New Business

5a) DISCUSSION OF THE APPROVED 2022 TRANSPORTATION COMMISSION WORK PLAN

Village Engineer McKenna provided the Commissioners with an update on the work plan that was approved by the Village Board in February. A couple of edits were made based on Board discussion, the first of which was to Vision Zero. The item was unchanged, but the timeframe for implementation was changed by the Board in November 2021. The timeframe was allowed to be “to be determined” based on staff workload so it will likely be addressed around the third quarter depending on Commission work plan capacity and staff capacity. The other item that was changed was in response to direction staff received from Village Board members at several meetings about looking into additional dedicated or protected bike lanes on residential streets. Based on those conversations, an item was added to the work plan to look into revising the bike plan to incorporate more north/south bike lanes or protected bike lanes. That would also modify the work plan item for looking at the second round of implementation of the Bike Boulevards because they would essentially be tied together. The intent is to work with the Commission and a consultant to determine a potential network for those future bike lanes and assess what the impacts might be, particularly regarding parking loss.

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

Q: Is there a goal for how many protected bike lanes would be added? A: The direction staff received was not that detailed and we would leave that up to the Commission during development. Staff will be looking at modifying the boulevard network to swap that with some type of lane network initially and can make changes based on feedback from the Commission.

Q: Will the consultant be the one who wrote the Greenways Plan or is an RFP (request for proposal) needed? A: Staff hopes to award a contract in May that will most likely have a myriad of transportation-related issues on it. It may be a subconsultant to a more traffic-related firm, but there are a handful of companies that handle both bike and traffic items.

Q: So, an RFP will be needed? A: Yes. While some of the initial work may not be that involved, once the project progresses and the full scope of work is determined, staff will need help.

Q: Has a budget been allocated for this? A: It has been communicated to the Board that the addition of this item to the work plan would require a consultant and a budget amendment would be submitted to cover the cost of the consultant (estimated to be \$50,000-\$75,000).

Q: What about for the infrastructure improvements, not the consultant? A: That would be a consideration once the project progresses and decisions are made regarding treatment options.

Q: Can staff provide an update at the April Commission meeting? A: There may not be much of an update by that point, but staff expects to engage the Commission on this in May.

Q: Are you envisioning Vision Zero being addressed in the third quarter and the bike lanes in the fourth quarter? A: Based on my understanding of the priorities, I think the bike lanes would be before the Vision Zero Plan. That's focusing more on developing the framework of a future plan to present to the Board for approval before moving forward with developing the full-blown plan. There are also a couple of grant possibilities for the Vision Zero Plan that we are looking to apply for but wouldn't be notified about grant funds until around July.

In response to a request at the previous meeting, Village Engineer McKenna briefed the Commission on the Bipartisan Infrastructure Bill. The bill will help to fund around 380 new and existing federal programs. Staff is keeping up with all of the information coming from the White House and are expecting grant opportunities to come this spring and summer with the funds being able to be utilized likely in 2023.

Commissioner Straw mentioned that funding for Vision Zero-type projects appeared to be part of the bill and asked if the Village would be pursuing that funding. Staff confirmed that they are looking at releasing grants for Vision Zero as part of the safety group of the bill. That would allow the Village to get funding for implementation but may not speed up the process, though. That would be a decision the Village would have to make because often those federal funds slow things down compared to local funds. As staff, we typically look at what the dollar amount for the investment is and determine if it makes sense to pursue federal funding.

5b) DISCUSSION OF CURRENT OVERNIGHT PERMIT PARKING ZONES

Parking Mobility Services Manager Keane presented background information on the item, including the history of overnight on-street permit parking. He explained that staff is looking for general feedback on the options and could bring back more specific maps based on direction from the Commission. PRC Redkva presented three options recommended by staff: 1) expanding overnight permit parking from the current signed blocks to all streets within the existing eligibility hatched areas, 2) expanding overnight permit parking from the current signed blocks to all streets within select existing eligibility hatched areas where permit holders experience particular hardship due to shared use regulations and lack of availability, and 3) maintaining existing permit parking on signed blocks within the eligibility hatched areas and continuing to handle requests for overnight permit parking on a case-by-case basis.

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

Q: Does every street in the Village fall into a parking zone now or are there areas that are not in any zone? A: Yes, there are areas that are not in a zone.

Q: Is that because of the 750 feet rule? A: Yes. The zones were drawn over the years and aren't exact boundaries, but they help us determine eligibility. In some areas there is no need for overnight on-street permit parking.

Q: Within those zones, you're eligible for an overnight parking permit, but you can only park on some of the streets, right? A: Correct.

Q: If you lived in an area that wasn't zoned, but you did want overnight parking you could buy a single permit for a night or you can't park at all overnight? A: They can do an overnight pass.

Q: So, it doesn't prevent you from parking overnight, but you can't do it for an extended amount of time? A: Right.

Q: With Option 2, staff would identify selected zones and in those selected zones the recommendation would be that people within those zones could park on any street within the zone? So, it would be Option 1 for those selected zones? A: Correct.

Q: Will signage be placed in response to these changes or would the boundaries be explained when you get a permit? A: Signage would have to be posted (generally six per block).

Q: In Option 1 or 2, will the permits be available to single-family homeowners who live on a street that is zoned for overnight on-street permit parking? A: Yes, they would be eligible.

Q: They already are, right? A: Correct.

Q: Which option does staff recommend? A: Staff feels Option 2 is the best approach to start with because we can come back and apply this to any other zone that the Commission wants. That gives us the opportunity to coordinate signage installation, to notify residents who would be affected by the changes, and the coordination of street cleaning.

Q: Is there a middle ground with a slightly broader Option 2 where we're not just opening it up for areas where we're seeing no availability or multiple use constraints and instead opening it up for most zones where we see any kind of constraints? A: We could certainly give a number of options, even ones we're not 100 percent certain about, and present those to the Commission at a future meeting. It could end up being 10, or even more.

The Commission discussed the following topics:

- How Option 2 offers a targeted approach that avoids unnecessary signage and disruptions in areas where there isn't a need for additional overnight parking
- Concerns about the conflicts of adding additional overnight parking on a street that might end up getting protected bike lanes
- How the consistency of Option 1 would make it easier for people to understand parking regulations and make enforcement easier
- How Option 2 allows the changes to occur incrementally, allowing for assessment and changes along the way
- The burdens placed on single-family homeowners and permit holders
- One of the goals of the Parking Pilot was to simplify parking- does this accomplish that?

Commissioner Moses made a motion to support staff's recommendation of Option 2 with staff to bring back at least the top 10 most necessary zones in rank order so that the Commission can make a recommendation as to which zones and how many. It was seconded by Commissioner Straw.

The roll call vote was as follows:

Ayes: Moses, Straw, Fink, Thompson

Nays: None

The motion passed unanimously 4 to 0.

Chair Thompson asked if the next meeting would be in person or if they would continue to be remote. Staff responded that the final decision would come from the Village Clerk, but that they would communicate any change to the Commission.

6. Old Business

None

7. Adjourn

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

The roll call vote was as follows:

Ayes: Straw, Fink, Moses, Thompson

Nays: None

The motion passed unanimously 4 to 0.

The meeting adjourned at 8:18 PM.

Submitted by:

Anna Muench

Customer Service Representative II

Juliano, Jill

From: Robert W. Previdi [REDACTED]
Sent: Tuesday, March 8, 2022 12:58 PM
To: Transportation; VOP Village Clerk
Subject: Former MTA Official Request to Speak March 8th Meeting
Attachments: Oak Park Trans Committee March 8 2002.pdf

[REDACTED]

Hello:

I'd like to request to speak. I am a former MTA NYC Transit official and have been working in Oak Park for the past two months and have collected the following thoughts after using your public transit.

My comments are attached.

It takes about 3 1/2 minutes.

Please let me know that you received this - and if I will be indeed time to speak.

Thanks,

--

Bob Previdi
[REDACTED]

Robert W Previdi

[REDACTED]
Phila, PA 19118

[REDACTED]
March 8, 2022

Oak Park Transportation Committee
Oak Park, IL

To the Clerk:

I would like to request the opportunity to speak on the issue of the health of public transportation in Oak Park. On January 11th I began a new position here in Oak Park where I will be until April and all during this time, I've been using public transit - both CTA and Pace and I have both good and bad to report.

In the minutes from your last meeting, Village President Scaman suggested Oak Park does not want to add more cars, rather encourage more alternative modes. As a former NYC Transit official I would like to echo this sentiment and say that Oak Park has a tremendous opportunity to take advantage of its existing bus and rail infrastructure and equipment. It could also make better use of its streets and sidewalks to encourage more bike and pedestrian activity. But current conditions are concerning, especially at a time when gas prices and concern over Climate Change are both rising.

On the positive side, the Green and Blue lines run frequently and are fast. Having a train every 7 to 10 minutes for a 25-minute ride into the Loop is a fantastic resource for Oak Park and a wonderful alternative to the car. However, crime, homelessness, and equity issues with regard to public transportation must be managed.

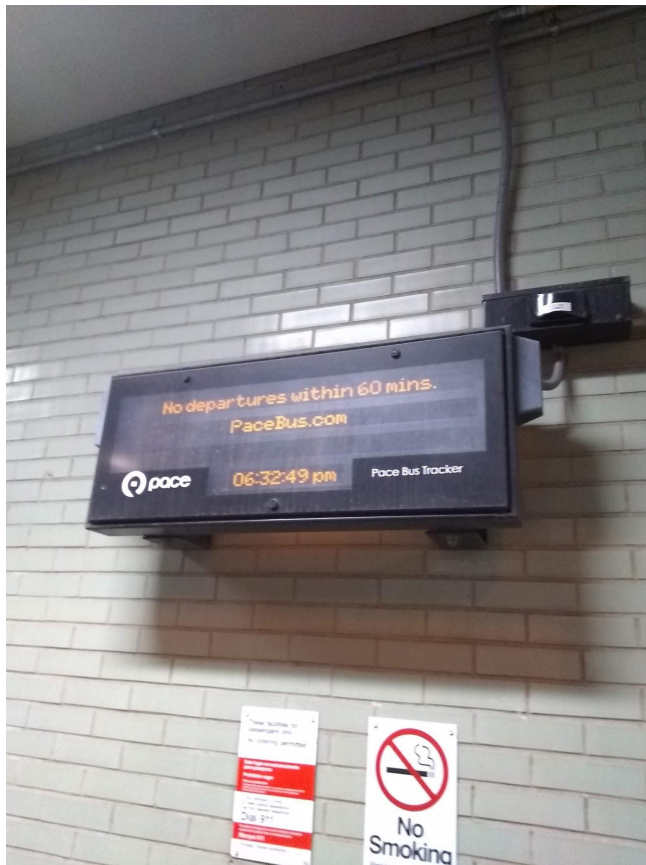
In my 35 year career (14 at NYC Transit and 6 working for the City of Philadelphia) I've never seen the level of bad behavior that I currently do on CTA trains on a daily basis. As a lifelong advocate for public transit - it's hard for me to suggest to people, especially women, take the train right now. Never do I see a policeman. Only ineffective announcements that are meaningless. It's not fair to the customers, it's not fair to the employees, it's not fair to the homeless that this situation is allowed to go ahead unchecked.

Oak Park sits in a very unique position. What I have found in NYC and Philadelphia is that larger political issues slow any real progress in such big cities. Oak Park is in a position to pilot more solutions by working more nimbly to break down the silos that are preventing progress.

As part of any effort to address this, we also need to better educate the public about when to give on the streets and when giving to organizations might be better. Evanston has actually put

up signs at locations where the homeless are known to beg - that discourage giving. These are ineffective - because it's just a bad media campaign. But the idea is a good one and a stronger effort to educate the public is something that should also be considered.

Buses cover Oak Park with a web of service that at some times run at least every 15 minutes. But that is not all the time. When service operates every 30 or 60 minutes it is not as attractive and reliability is an issue, especially in the afternoon. Real-time information needs to be upgraded and made more available. The sign at Harlem and Lake is often just wrong. This photo was taken on a Sunday from a 307 bus.



More businesses, especially bars, restaurants should be posting this information in a highly visible location to send a message to the public promoting the bus as a healthy (and if you are drinking) safer way to get home. If we can convince any percentage of people to leave their car home, we reduce traffic and parking problems and deliver more people to the stores. We all want businesses to be successful!

The physical condition of bus stops needs an upgrade. Currently, it is not great to be a passenger waiting for a bus at some of the bus stops along Harlem. During the recent snow, the sidewalks and bus stops were awful, to say the least. In a snowstorm, these should be the first locations cleared so that people can be encouraged to leave their car home and allow the snow plows to do their work. But if it is not a priority, then we encourage driving.

It is nice to see that students are walking and taking their bikes, but there is also a contingent of people who drive. It is nice to see the community has embraced Vision Zero and is working to add more traffic calming measures. I'd like to recommend that be extended to Harlem Avenue.

Pictures like this one at Harlem under the L don't send a welcoming message to pedestrians. Every major intersection along Harlem from North Avenue to Roosevelt needs attention. I'd be happy to discuss these ideas further. Thank you.



For other ideas, I would like to recommend that you look at YouTube channel, NotJustBikes. This Canadian citizen moved his wife and children to Amsterdam and he makes a living commenting on how the car culture in the US and Canada leads to building places that are not attractive. Oak Park is already a very attractive place with more-than-functional public transit, but it needs a reboot. The Green Line was elevated 60 years ago, and it's time for rehabilitation. It might be a good time to coordinate these upgrades with improvements to the connections with buses.

Tackling the homeless issues, upgrading L and bus stations and improving the reliability of bus service and real-time information are all things that would make public transit a more attractive

alternative to driving - which during this time of concern over rising gas prices and climate change is the way to go.