

APPROVED Meeting Minutes
Transportation Commission
Tuesday, August 9, 2022 – 7:00 PM
Remote Participation Meeting

1. Call to Order

Staff Liaison Jill Juliano called the remote participation meeting to order at 7:02 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."

Chair Burke asked when in-person meetings would resume and staff responded.

Roll Call

Present: Camille Fink, Brian Straw, Ron Burke

Absent: Garth Katner, Meghann Moses

Staff: Parking & Mobility Services Manager Sean Keane, Village Engineer Bill McKenna,
Staff Liaison Jill Juliano

Guests: Mike Stewart, Members of Bike Walk Oak Park (BWOP): Rachel Poretzky, Franny Ritchie, Sylvia Schweri, and Jenna Holzberg

Staff Liaison Juliano noted that with three Commissioners, there is a quorum.

2. Agenda Approval

Chair Burke asked when a recommendation would come from staff for the 500 block of S Harvey Ave. Staff responded that they anticipate bringing it to the Commission in September.

Commissioner Straw asked for clarification about when more petitions would be presented to the Commission as he was surprised to not see any on the agenda for this meeting considering the extensive backlog. Staff responded that not all petitions will be presented individually, especially when there are several that are adjacent to one another. They are working to get a consultant on board to assist with the backlog but are continuing to gather data and work through the petitions in the meantime. There are other items on the Commission's work plan that need to be addressed and even once a consultant is on board, there will be meetings where petitions aren't presented to allow for the other items to be tackled.

Chair Burke asked when the next letter would be going out discussing the proposed overnight parking changes. Staff responded that they hope to have the letter out within the next week or so.

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

The roll call vote was as follows:

Ayes: Straw, Fink, Burke

Nays: None

The motion passed unanimously 3 to 0.

3. Approval of the Draft July 12, 2022 Transportation Commission Meeting Minutes

Commissioner Fink made a motion to approve the draft July 12, 2022 Transportation Commission meeting minutes. It was seconded by Commissioner Straw.

The roll call vote was as follows:

Ayes: Fink, Straw, Burke

Nays: None

The motion passed unanimously 3 to 0.

4. Non-Agenda Public Comment

Staff Liaison Juliano and Parking and Mobility Services Manager Sean Keane read the two written public testimony aloud. The comments, in their entirety, are attached to these minutes.

Kim O'Donnell, whose written public testimony was read, requested that the questions in her testimony be answered. She also reiterated her request that the petitions be reviewed expeditiously.

Chair Burke asked if staff had provided an update to those who'd submitted petitions. Staff responded no.

Village Engineer Bill McKenna clarified that a consultant has not yet been hired, but they are hoping to hire one this fall to help work through Commission items. Staff have continued to work through petitions and other Commission items and the first petition item for the year was presented in June. They hope to accelerate the process once a consultant is hired, but it will likely still take years to get through the existing backlog. Staff is working with the Village Manager's office to determine ways to streamline the process to get through the backlog and apply a consistent approach on a neighborhood or Village-wide basis.

5. New Business

5a) REVIEW THE OAK PARK BICYCLE PLAN AND NEIGHBORHOOD GREENWAYS SYSTEM STUDY TO EVALUATE OPPORTUNITIES TO CREATE ADDITIONAL DEDICATED OR PROTECTED BIKE LANES (2022 WORK PLAN ITEM)

Staff Liaison Juliano explained that this is an item from the Commission's 2022 work plan and is scheduled to be completed by the fourth quarter. She shared the listed outcomes and noted that tonight's discussion will focus on determining recommendations for locations for dedicated or protected bike lanes.

Village Engineer McKenna provided additional background information and explained the Village Board's direction for the Commission to look for opportunities to modify the adopted Neighborhood Greenways Plan to include dedicated and/or protected bike lanes. Staff did convey to the Board that modifying the plan to include dedicated and/or protected bike lanes will come at the expense of on-street parking.

Commissioner Straw asked for clarification about whether this will be a new plan or if it will be modifying the existing plan. Staff responded that the end result will be a recommendation for a revised Greenways/Bike Lane Network. It will realistically be a hybrid approach as there are areas of the village where there won't be too many opportunities to fit protected bike lanes due to existing demands.

Rachel Poretsky spoke about the importance of a connected bike network, specifically in terms of safety, and noted that protected bike lanes encourage more people to bike. She is eager to see the Neighborhood Greenways Plan implemented and believes it will encourage more people to walk and bike in Oak Park, help reduce the climate impact, and end traffic violence in the community.

Franny Ritchie spoke on behalf of Bike Walk Oak Park (BWOP) and said that the organization supports the addition of dedicated or protected bike lanes and is eager to see the implementation of the Neighborhood Greenways Plan. She shared concerns that dedicated or protected bike lanes would be one-off projects and that the connectivity of the Neighborhood Greenways Plan would be lost. She urged the Village to establish a plan to implement greenways and offered the assistance of BWOP.

Staff Liaison Juliano read the four written public testimony aloud. The comments, in their entirety, are attached to these minutes.

Following the presentation and public testimony, Chair Burke asked staff to identify the goal for the conversation and lay some groundwork. Village Engineer McKenna mentioned that staff invited members of Bike Walk Oak Park and Mike Stewart, a local bike advocate, to the meeting for the Commissioners to use as resources during the discussion. He then explained how much space would be needed on a street to allow for the possibility of a

dedicated or protected bike lane and shared a map to illustrate potential viable locations. He explained that there are few opportunities for this in the Village and that each of them comes with a cost, usually loss of parking, which will also need to be considered. The goal is for staff to get feedback from the Commission on the existing Neighborhood Greenways map, including any modifications they'd like to see or any sections that they'd like to see prioritized for those bike lanes.

Commissioner Fink mentioned that she thought the Commission previously recommended priority segments and Chair Burke agreed, noting the area around OPRF as an example. Village Engineer McKenna responded that the initial implementation, which staff is still planning on getting through as part of the Greenways Network, are the segments right by the high school. With the Lake St and Oak Park Ave projects, crossing components were implemented to accommodate future greenways. Now the focus is the on-street conditions that will be done in that first priority area.

Commissioner Fink asked about the timeline. Village Engineer McKenna responded that staff wanted to build it this year, but it will most likely turn into a 2023 build due to staffing. There is still money in the budget for it, but staff will probably try to just get the design done this year.

The Commissioners discussed the following items:

- The importance of the “three cs” for biking and walking networks (comfortable, close, and connected)
- Two-way bike lanes on one-way streets
- The possibility of converting streets to one-way and potential impacts
- Adding east-west routes in south Oak Park, particularly on streets where there is less demand for on-street parking
- If utilizing traffic controls to slow down traffic on particular streets, making them less appealing for cars, would be more effective
- Using the Greenways Plan, but adding protected bike lanes to improve safety on a couple of busier routes that already have bike lanes
- Prioritizing intersection improvements and creating the safest possible crossing conditions at intersections where a greenway meets a busy street as a way to kick-start the program and promote connectivity
- The addition of diverters because if through traffic isn't being limited on a street, you won't get the full greenways experience that lures people to use that street for biking

Rachel Poretsky shared her concern about the cost of protected bike lanes and asked if they would come at the expense of the network as a whole or would the Village be willing to expand the budget for the project.

Village Engineer McKenna responded that standard striped bike lanes that leave a dedicated space for a cyclist are relatively inexpensive. It would actually be cheaper than many of the elements in the Greenway/Boulevard Plan, especially the treatments at intersections. Protected bike lanes do get expensive. Once we start talking about implementation, if the Commission wanted to recommend moving forward with the less expensive option of dedicated bike lanes to see if it's popular and encourages more cycling, it might make it an easier sell in the future to allow for room in the budget to make those protected lanes. From my perspective, we're looking at modifying the Greenways Network to see where the greenway could be converted to lanes and where it should stay just a greenway.

Rachel Poretsky commented that some of the intersection mitigations are necessary, even with bike lanes, because a bike lane that ends at an intersection with no controlled crossing is almost as useless as not having a bike lane at all. Village Engineer McKenna and Chair Burke agreed.

Jenna Holzberg shared her excitement that the project is moving forward and supports bike lanes but noted that the overarching priority is the Greenways Network, which will create safer streets across the entire Village. She shared her concerns about traffic violence in Oak Park and believes that a safety plan that takes the entire Village into consideration will benefit everyone. She noted that while she's supportive of bike lanes, and protected bike lanes in certain areas, she is concerned that if the focus shifts to a connected bike lane network at the expense of a safety plan, the project will come up short of its goal.

Franny Ritchie mentioned that some cities have short lengths of protected bike lanes at intersections and that might work in Oak Park as a way to bridge the gap between the idea of adding protected bike lanes and the existing infrastructure recommendations. She believes that by doing this, fewer parking spaces would need to be removed while still reaping the benefits for a longer stretch, particularly if used in succession.

Mike Stewart liked the idea of extending the use of Home Ave, especially from the Home Ave Bridge north as far as possible, to keep the path continuous and make it safer for all who use it. He loved that the Village was able to implement and try out the Slow Streets Program, giving residents the opportunity to get used to it and see that Oak Park doesn't have to be car centric. He suggested that as part of any plan that moves forward, an element of education needs to be added both for drivers and cyclists regarding shared use, as well as an element of enforcement. The streets are really dangerous these days and enforcement needs to be increased.

Staff recommended that the Commissioners review the existing Neighborhood Greenways map per Village Board direction and relay any modifications they'd like to see to staff. Staff will then prepare a more formalized recommendation that includes images of potential treatments that could be presented to the Commission at the September

meeting, if the agenda allows. With upcoming work plan items, particularly Vision Zero, the Commissioners and staff discussed the possibility of adding additional meetings if necessary.

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, Burke

Nays: None

The motion passed unanimously 3 to 0.

The meeting adjourned at 9:03 PM.

Submitted by:

Anna Muench

Administrative Assistant- Engineering

Juliano, Jill

From: Kimberly O'Donnell [REDACTED]
Sent: Monday, August 8, 2022 8:57 AM
To: Transportation
Cc: Clerk Waters
Subject: Public Comment

WARNING- EXTERNAL EMAIL: If unknown sender, do not click links/attachments. Never give out your user ID or password.

Hello,

I'm submitting a public comment to be read at the meeting on Aug 9th.

2 years ago, I submitted a petition for traffic calming measures to be taken on the 900 N Humphrey block. The 1000 N Humphrey block submitted a petition 2 years ago as well.

This Spring, Jill Juliano said that a consultation committee would be hired to address the petitions. Has this consultation crew been hired? Where does the village and transportation committee stand on this? I'm here to say that I have gotten no communication about this. In the Spring it was suggested that the blocks awaiting petitions to be addressed would get emailed about progress and how this will be addressed. I have received nothing.

On July 20th at the intersection of Berkshire and Taylor there was a car collision, which sent a car driving down the sidewalk of the 900 N block of Taylor down to almost Division. This is a sidewalk, where children play daily. This happened at about 5 pm in the evening, a time when families are out in their yards.

How much longer do we need to wait for this problem to be addressed? Tonight's agenda includes a bicycle pathways plan. When will the agenda include the speeding and wreck less driving?

Thank you for sharing my comment.

Sincerely,

Kim O'Donnell

August 6,2022

Dear Transportation Commission, Jill Juliano, Sean Keane,

This correspondence is regarding the Transportation Commissions proposals for extended over night parking permits in Zone Z7 and other changes to parking restrictions to be referred back to the Oak Park Village Board. I have been in contact with Sean Keane regarding some basic information and learned that there are 57 permit parking spots on the block of S. Oak Park Ave between Harvard and Fillmore which includes both sides of the street. Currently there is a proposal to increase overnight permit parking to the block of S. Oak Park Ave between Harvard and Lexington on both sides of the street. This would make three continues blocks of overnight parking permits on S Oak Park Ave from Roosevelt Rd to Lexington. There is also a proposal to increase overnight parking permits on Lexington and Fillmore both side streets to those three blocks inn question. I was curious as to any data that supported the need for this increase. When I asked Mr Keane about utilization of the current overnight parking areas he was not aware of any data in regards to that question. I conducted an informal survey by counting the cars parked on the block of S. Oak Park Ave both sides of the street from Thursday July 14th through Thursday July 21st at 9:00 am and at 9:00 pm between Harvard and Fillmore. This street has current overnight parking permits on both sides of the street. Follows is a summary of what was observed:

East Side of S Oak Park Ave:		West Side of S Oak Park Ave:	
Thursday	July 14th		
	9 am	13 cars	8 cars
	9 pm	11 cars	10 cars
			Total 21 cars am
			Total 21 cars pm
Friday	July 15th		
	9 am	11 cars	11 cars
	9 pm	14 cars	12 cars
			Total 22 cars am
			Total 26 cars pm
Saturday.	July 16th		
	9 am	8 cars	16 cars
	9 pm	7 cars	10 cars
			Total 24 cars am
			Total 17 cars pm
Sunday	July 17th		
	9 am	8 cars	13 cars
	9 pm	11 car	12 cars
			Total 21 cars am
			Total 23 cars pm
Monday	July 18th		
	9am	7 cars	8 cars
	9pm	8 cars	16 cars
			Total 15 cars am
			Total 24 cars pm

Tuesday July 19th				
9am	1 car		12 cars	Total 13 cars am
9pm	14 cars		8 cars	Total 22 cars pm
Wednesday July 20th				
9am	1 car		12 cars	Total 13 cars am
9pm	12 cars		8 cars	Total 20 cars pm
Thursday July 21st				
9am	21 cars		4 cars	Total 25 cars am
9pm	16 cars		8 cars	Total 24 cars pm

From the data on the number of cars parked at the two time frames on S Oak Park between Harvard and Fillmore, it never reached half of the possible parking capacity. This is only the next block from where there is a proposed increase to the overnight parking permitted area on S Oak Park Ave between Harvard and Lexington. I question the need for this increase based on the above numbers and would be interested in what data was used to drive this proposal. This increase in permit parking would make three blocks of S Oak Park Ave permit parking on both sides of the street from Lexington to Roosevelt Road. With the inability of streets with overnight parking permits to accommodate pay by plate parking, that means any guests for those three block which are blocks with high density housing are then pushed to the side streets. That could mean that guests needing overnight pay by plate parking are not able to park anywhere close to where they are visiting. That creates congested parking on S. Oak Park Ave and on the surrounding side streets. The multitude of problems for the side streets put forth by a lot of residents this area includes; 1. Decreased safety, from a policing standpoint for example criminals coming into the area for the theft of catalytic converters 2. Problems with snow and leaf removal 3. Aesthetics of the area that decreases property values when it looks like the city of Chicago. 4. Difficult navigation for bicycles and drivers with only a single lane in the middle on side streets with cars parked on both sides of the street. I would also be interested in the data for usage of the monthly parking lot located on S Oak Park Ave between the block of Lexington and Garfield. That is relatively close to the proposed parking between Harvard and Lexington, a block to a block and a half away. Having all of the overnight permit parking on S. Oak Park Ave restricted when they did water main work was a good example of the lack of snow and leaf removal on the Harvard side street that I experienced. Multiple calls did not solve the problem when street access was blocked by parked cars. I listened on the zoom call to over 25 people concerned about overnight permit parking at the last meeting and several of them did not realize that the overnight permit parking would not affect them directly. But it would affect them indirectly since any pay by

plate parking is going to move to those streets since they are adjacent the areas looking to increase overnight permit parking.

I would like to put forth two considerations for zone Z7 S. Oak Park Ave overnight permit parking solutions. One would be that you only allow overnight permit parking on one side of S. Oak Park Ave and the other side would be pay by plate parking, guest parking. This means that pay by plate and guest parking would be available to everyone equally on each block of S. Oak Park even in a high density multiple family buildings area. I should have the ability for my guests to pay by plate and park in proximity to my residence even if I live on S Oak Park Ave. The second would be that you do not allow overnight permit parking on any side street where there is already ample overnight parking permits on S Oak Park Ave and the monthly lot mentioned earlier.

Additionally I would like to address the issue of conformity for the hours of no parking on streets for example of no parking from 8:00 to 10:00 am. From what I could discern from the discussions that these restrictions would then become no parking for a 3 hour time block. That would necessitate the need for manual chalk marking of tires for enforcement. My understanding in the past was that the no parking on side streets from 8-10:00 am was to prevent people living outside of Oak Park who commute on the L-trains and Metro coming into the community and parking long term to take L-Trains and Metro downtown, I have not been able to figure out any reason that this you would want to change this system to one that necessitated more people power to enforce. Again I would like to understand the data driving this recommendation if my understanding of this proposal is correct.

In closing I would like to know the data driving some of these proposed changes for S Oak Park Ave and suggest that it needs to be collected if it has not been done so already. A lot of parking issues would seem to have an easier solution if the ability to have pay by plate/guest parking and permit parking could be accommodated on the same side of the street. In addition clearly stated proposals for change and consideration would be greatly appreciated. The format of making statements without the ability to ask questions can be very confusing. I understand to undertake more information for each proposed change across all of the zones will create a lot more work but seems necessary to avoid creating more problems than it fixes. Or simply move the parking problems from one street to another.

Sincerely,
Carla Burdock

Juliano, Jill

From: nikhil trivedi [REDACTED]
Sent: Sunday, August 7, 2022 10:17 AM
To: Transportation
Subject: Public comment

WARNING- EXTERNAL EMAIL: If unknown sender, do not click links/attachments. Never give out your user ID or password.

I'd like to see a road diet on Chicago Ave like they did on Madison Ave with protected bike lanes. Lots of high schoolers park on Chicago creating a lot of pedestrian traffic. The lanes are so wide right now that if you drive the speed limit cars will speed around you.

.....
[REDACTED]
[REDACTED]

. Pronouns: he/him

Juliano, Jill

From: Gretchen Straw [REDACTED]
Sent: Sunday, August 7, 2022 11:44 AM
To: Transportation
Subject: Comment on Oak Park Bicycle Plan and Neighborhood Greenways System Study to Evaluate Opportunities to Create Additional Dedicated or Protected Bike Lanes

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I am pleased that you are actively considering Oak Park's bike infrastructure. As you discuss options, I hope you will consider the following:

1. I agree that the priority should, in fact, be dedicated lanes rather than shared lanes. Whether driving a car when bikes are squeezed between parked cars and moving traffic or riding a bike in tight quarters where a car door being opened or a slight swerve could spell disaster, shared lanes are dangerous.
2. The Dutch/Scandinavian model of having bike lanes that are raised above the level of the street adjacent to or parallel to the sidewalk is the ideal. It effectively separates walkers, bicyclists, and motor vehicles. It reduces the dangers of cars using the bike lane to pass on the right. It gives a greater physical separation than the lines that simply identify a bike lane.
3. Prioritize routes that run parallel to major north/south or east/west roads with heavy traffic. In other words, rather than trying to carve bike lanes out of roads such as Oak Park Avenue, identify parallel streets that could transport bicyclists safely with less interaction with car traffic.

[REDACTED]

Juliano, Jill

From: Lauren Hyde [REDACTED]
Sent: Monday, August 8, 2022 4:30 PM
To: Transportation
Subject: Bike Boulevards and Traffic

WARNING- EXTERNAL EMAIL: If unknown sender, do not click links/attachments. Never give out your user ID or password.

Hello,

My name is Lauren Hyde and I live on the 800 block of Home Ave. Home Avenue is listed as a "Bike Boulevard" on the 2008 Proposed Oak Park Bicycle Network (page. 56 of the agenda). However, on the Greenway Plan (page 57) the plan has the "Bike Boulevard" bump over to Kenilworth after the Home Ave. pedestrian bridge.

I am asking that 800 Home Ave stay the designated bike boulevard. It is the natural route for both walkers and bike riders. The pedestrian bridge feeds onto Home Ave, there is a stop sign at Jackson and a stop light at Madison. Instead of shifting the Bike Boulevard, I would like to see the village focus on making Home Ave safer for all.

I am asking that the Bike Plan focus on building bike boulevards that include physically protected bike lanes, traffic calming strategies at intersections, and a focus on creating safe bike paths for kids going to and from school.

I am also calling for the village board and staff to create a comprehensive approach to improving the safety of our streets. There needs to be a better plan to approach traffic systematically, including additional traffic calming measures added to the "Traffic Toolbox" We must create an actual plan to slow down vehicle traffic and create streets and pathways where people are able to bike and walk safely.

Thank you

Lauren Hyde

Juliano, Jill

From: Mark Smith [REDACTED]
Sent: Monday, August 8, 2022 5:35 PM
To: Transportation
Subject: Greenways project

WARNING- EXTERNAL EMAIL: If unknown sender, do not click links/attachments. Never give out your user ID or password.

I am writing to urge you NOT to use Harvard as part of the Greenways project.

We park in the alley between East Ave and Clarence, and there is already zero pedestrian visibility at the north entrance to the east because the church is built up to the sidewalk. Even if a car can manage getting past the sidewalk without hitting anyone, there is nearly zero visibility at the street because of the constant parked cars on both sides of the street. I have nearly been hit several times because you have to just ease out with no ability to see if someone is coming. No way anyone can see if a cyclist is coming either. The last thing we need is a bunch of cyclists along with all the cars. It a public safety issue already, and the transportation commission should not make it worse. (All this in addition to the fact that cars already have to wait at each end of the block to let other cars through because the street is narrow and with parking there is only one lane - don't add bikes to that craziness - there is no space.)

There is near constant parking because of the school and the church on the northwest and southwest corners of East and Harvard. On the occasions when those facilities aren't using the street parking, people park for the blue line or Rehm park.

Again, no Greenways on Harvard. At least not between Oak Park Ave and East. Someone from the Village staff and from the committee should come down here and take a look at the craziness we have here (between Clarence and East) that does not need to get any more crazy.

Thanks.

Juliano, Jill

From: Gary Arnold [REDACTED]
Sent: Monday, August 8, 2022 11:10 PM
To: Transportation
Subject: public comments for August 9 Transportation Commission

WARNING- EXTERNAL EMAIL: If unknown sender, do not click links/attachments. Never give out your user ID or password.

Hi,

My name is Gary Arnold. I am a resident of Oak Park. I would like the comments below to be read into the record at the Transportation Commission Meeting on Tuesday evening.

thanks

Comments:

Meeting of the Oak Park Transportation Commission

Tuesday, August 9, 2022

Public Comments from Oak Park Resident Gary Arnold

My name is Gary Arnold. I am an Oak Park resident, a member of the Disability Access Commission, and a member of Bike Walk Oak Park.

I would like to comment on two items.

First, I am happy to learn the Transportation Commission Meeting includes an agenda item focused on opportunities to create additional bike lanes in Oak Park. There is an opportunity for so many streets across Oak Park to benefit from protected bike lanes, including existing Bike Routes such as Ridgeland and Augusta. Increasing the number of protected bike lanes and prioritizing high-traveled roadways would benefit not only residents of Oak Park, but those traveling to and through the village.

I urge the commission and the village to put discussions and recommendations regarding bike lanes within the framework for an implementation plan for the Greenways Plan. Bike safety and bike lanes should be critical elements of a broader plan for approaching traffic safety across Oak Park.

Second, though the issue of "Beg Buttons" (buttons pedestrians are required to push in order to trigger a "walk" signal at many Oak Park intersections) is not on the agenda, I want to take a moment to encourage the Transportation Commission to recommend that the Village of Oak Park eliminate beg buttons from all intersections in Oak Park, including those along State Roads that pass through or run along the perimeter of Oak Park.

As a member of the Disability Access Commission, I can list a number of reasons that the buttons are inaccessible:

- The buttons can not be seen by some members of the disability community

- Some members of the disability community can not physically access the buttons because of the button location
- Some members of the disability community do not have the physical capacity to push the buttons

As a resident of Oak Park who rides a bicycle, I can list at least one reason why these buttons are inaccessible and discourage biking:

- The tire of a bike won't trigger a light the same way that an automotive vehicle would. At some intersections with beg buttons, a cyclist is forced to push the button in order to trigger a green light. That means getting off the bike, and walking up to the curb to hit the button.

Finally, as an Oak Park resident who enjoys walking around their neighborhood, I can give you my opinion that Oak Park is not a safe place for a pedestrian or a biker. There are too many intersections that encourage and favor aggressive drivers, sometimes at the expense of bikers and pedestrians. Some of this may be outside of Oak Park's control, but not all of it is. Beg buttons discourage pedestrians from following appropriate signals and moving with the flow of traffic. When a button can not be accessed or when a pedestrian misses the beg button cycle and is required to wait for the next round of green lights, the system encourages a pedestrian to move against the signal. The system forces the pedestrian to be aggressive. Pedestrians shouldn't need to be aggressive in order to cross a street. The system of beg buttons in Oak Park should be eliminated.

Thank you.

Juliano, Jill

From: Rachel Poretsky [REDACTED]
Sent: Tuesday, August 9, 2022 6:19 PM
To: Transportation
Subject: 8/9 meeting public comment

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Dear Commissioners,

Individual and unconnected bike lanes can more dangerous than no infrastructure at all. There is academic research and data supporting this, but we can just look at Jackson, which has fairly well-marked bike lanes, but has had multiple incidents of traffic violence against people riding bikes in the past year. Please push a commitment to the Greenways, which promotes connectivity and safety. It is well-established that protected bike lanes encourage more people to bike than simple painted lanes, and that most cyclists feel safer riding through a protected intersection as opposed to navigating shared space with cars. Importantly, though, recent research showed that a connected bicycle network - not individual bike lane segments or intersections, but the overall connection between places - is a big factor in people's decision to bike. This is especially true for disadvantaged populations, including females and low income families. Oak Park has been discussing Greenways for years; it is high time a plan is established to implement them. This will get more people to walk and bike, furthering our goals to reduce our climate impact, and help put an end to traffic violence in our community. Enough is enough.

Rachel Poretsky

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