

APPROVED Meeting Minutes
Transportation Commission
Tuesday, March 14, 2023 – 7:00 PM
Council Chambers - Village Hall

1. Call to Order

Chair Burke called the meeting to order at 7:05 PM.

Roll Call

Present: Jenna Holzberg, Julie Johnston-Ahlen, Brian Straw (7:08 PM), Ron Burke

Absent: Camille Fink

Staff: Village Engineer Bill McKenna, Staff Liaison Jill Juliano

Chair Burke noted that with three Commissioners, there is a quorum.

2. Agenda Approval

Commissioner Holzberg 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 February 8, 2023 Transportation Commission Meeting Minutes

Commissioner Straw made a motion to approve the draft February 8, 2023 Transportation Commission meeting minutes. It was seconded by Commissioner Johnston-Ahlen. The motion was approved by a unanimous voice vote.

4. Non-Agenda Public Comment

None

5. New Business

5a) PETITION TO INSTALL TRAFFIC CALMING DEVICES AT THE INTERSECTIONS OF EUCLID AVE & FILLMORE ST AND WESLEY AVE & FILLMORE ST

Staff Liaison Jill Juliano presented background information about the item, including when the petitions were submitted and that they exceeded the number of signatures necessary to be certified as valid. Both petitions also well exceeded the number of points required on the scoring table to be presented to the Commission. The reasons for the petitions include pedestrian safety since Euclid Square Park has become a popular destination and excessive volumes and speeds of commuter traffic that use the residential streets to

bypass Roosevelt Rd and S Oak Park Ave. She then explained the speed and volume data that was collected for each intersection, as well as the timing of when it was collected. She also shared the crash data and collision diagrams for the intersections. Staff's recommendation includes 1) installing high visibility pavement markings on all approaches for both intersections, 2) installing bump-outs at both intersections, 3) installing speed bumps on the 1150 blocks of Wesley Ave and S Euclid Ave, and 4) prohibiting parking within 20 feet of a crosswalk and 30 feet of a stop sign.

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

Q: Is the 800 to 1,200 traffic volume range for neighborhood streets an average or the median? Where is that number coming from? A: There was a smaller traffic study done years ago and that range is based on data collected at that time as well as from previous years. They also did it for collector and arterial streets.

Q: Traffic volumes vary quite a bit from street to street, so what does this range really mean? A: Those are numbers that we typically see on a residential block throughout the Village. We've done traffic studies throughout the history of the Village and those numbers are relatively consistent for traffic volumes. Based on a community of our density and commuting through it, this is what you'd expect to see on a residential block and numbers in that range aren't alarming from a volume standpoint.

Q: This is maybe the second instance where we've looked at traffic volume data that's been below 800 on a neighborhood street, so maybe the range is broader than 800 to 1,200? A: We will see volumes that are lower than that, but we're not usually worried about lower volumes. Even if we look at historical data, which we did, they're all within the normal range of volumes for a residential street so we didn't see anything jarring from a volume perspective.

Q: With the federal guidelines about traffic control, I think it says that there should be an average of 300 cars per hour for eight hours a day for stop signs. Do you have that kind of data? A: Internally, we look at traffic data and crash data. We do have it broken down hourly, but these intersections are so low that we don't anticipate there being 300 per hour.

Q: Can you confirm what the speed limit is on these residential streets? A: 25 miles per hour (MPH).

Q: There are a lot of people who walk between cars when the park is busy on the weekends and it can be hard to see them. Would it be safer to not have parking at all on

the block during the day or would that be problematic? A: If we took away all the parking, the vehicles would likely go faster, so education might be a better solution to that problem.

Q: Do you have in the draft where you're planning to locate the speed bumps? A: They're typically mid-block, but it's also based on where various utilities are and minimizing traffic impacts.

Q: Instead of mid-block speed bumps, have you given any consideration to raised crosswalks at these intersections? A: Not at this point and there are several factors that would have to be considered. Also, we typically put it mid-block because when a vehicle is travelling, it usually reaches its highest speed around the mid-point between the two intersections.

Q: One of the requests from the petitions and public comments was four-way stops at both intersections. Why are four-way stops not being recommended by staff? A: One of the reasons that residents ask for four-way stops is for speed control and we have found that when you put in un-needed stop signs or stop signs that would be useful at certain points during the day, motorists tend to do rolling stops or half-stops and you're creating a possible issue. We're recommending the speed bumps and bump-outs to try to help mitigate the speeding on those blocks.

Q: There are no recommendations for a speed bump on Fillmore Ave. Is that something that staff considered at all? A: No, because it's not in the Toolbox. We do have as a Toolbox item the use of speed bumps on the 1150 south blocks as well as the 1200 north blocks.

Q: How do you plan on enforcing daylighting because that is often ignored, especially since this is a popular park that people drive to. Is there a way to put some type of semi-permanent infrastructure there to create a physical space? A: A portion of the daylighting will be addressed by the bump-outs. Putting in bollards or delineators comes with its own set of issues. We would try to use enforcement to handle the daylighting, especially since it is part of the Illinois Vehicle Code.

Q: Can you address the speed limit? A: The park speed zone is an option and we do have those at six parks throughout the Village. That was administered through the Transportation Commission at the time. We don't see a lot of compliance with those speeds when there aren't activities at those parks. Euclid Square Park is similar and when the streets are parked up due to activities, they are self-regulating because you get lower speeds when there is less room. Even if that was going to be a recommendation from the

Commission, we would still want to have the physical improvements of speed bumps to really force the regulation of speeds around the park.

Q: Compliance with speed limits is not great across the board, right? A: With the speeds that we're generally seeing here, enforcement is really not going to be that big of a tool. It's really looking at that physical improvement to force that behavior with the speed bumps.

Q: What about temporary measures? A: As far as bump-outs, as staff we are supportive of temporary measures to try things out with the bollards. We've struggled a little bit with resident reactions to those from an aesthetic standpoint, but we would be supportive of that if the Commission wanted to do that on a trial basis. Fillmore Ave was rebuilt completely in 2017 so all the corners are new and meet ADA compliance for the sidewalk ramps, so if we did bump-outs here physically, we'd be ripping up very good infrastructure to do that. We'd be supportive of those temporary bollards and we could see how those act.

Q: Can you address the daylighting? A: As far as daylighting, the easy solution would be to use striping. That's fairly typical in town and it does help to get a little more compliance. It doesn't solve everything, but it's a pretty visible reminder to those drivers that they shouldn't be parking in those spaces.

Q: Can we use bollards for the daylighting, in addition to the striping? A: We would have some maintenance concerns with closing off the spaces. In all of the areas where we would be daylighting, we do have drainage structures. We wouldn't be able to get maintenance equipment, like street sweepers, in, so Public Works would have to clean all of those curb lines by hand to prevent the accumulation of debris that could block a storm drain. Typically, we try to do bump-outs or anything with bollards in areas where the street sweeper can navigate and still reach those drainage structures.

Q: Can you speak to the raised crosswalks? A: We didn't look at that here because we didn't hear concerns from the residents about mid-block crossing, but that is an option and we could look at what might be a logical spot for someone to cross based on the sidewalks along the park. There would be a loss of parking associated with a mid-block crosswalk.

Q: Would a speed table require an elimination of parking? A: No, not a speed table in and of itself wouldn't.

Q: Raising the crosswalks at the intersection wouldn't require any additional loss of parking, right? A: No, the crosswalk is already there so the parking restrictions would

remain the same. We didn't look at that, so we would need to see what the costs might be. Also, it's generally more effective when you're not at a stop condition. You're going to get the most bang for your buck on the legs of that intersection that aren't stop controlled from a speeding perspective.

Q: Does staff's recommendation include the bump-out at all four corners? A: We do have some options for you to consider because of the \$8,000 cost per corner. What's shown is about a \$64,000 improvement for those bump-outs. When we looked at it from a priority standpoint, we looked at the two corners for the park itself and where there are unprotected crosswalks (no stop signs). That would be our minimum recommendation and we can expand that depending on the Commission's thoughts.

Q: So, the minimum is those four corners instead of all eight? A: Yes, we think those four bump-outs would be most realistic.

Q: It would be the two on the east side of S Euclid Ave and the two on the south side of Fillmore St? A: Correct.

Q: Are there trade offs here? A: From staff's perspective, it's just a cost consideration. The 2023 Budget has \$55,000 for traffic calming and when we present whatever recommendation you make to the Board, they may take cost into consideration, so we wanted to have some options for you.

Q: Can you speak to four-way stops as a pedestrian safety mechanism instead of a method for speed control? A: Pedestrian protection would be the use for them here since we're right up against a park. The concerns we have about that are that as a driver, a lot of times you know if a stop sign is needed from a driver's standpoint and that's where you tend to get the lack of compliance. We went through the warrant analysis to determine if there was enough evidence to support that stop sign from a warrant perspective because that's when we tend to see better compliance. That's why we didn't recommend a four-way stop, but if there was going to be a recommendation here, it would be purely for pedestrian protection.

Q: What would the process be for looking into changing the speed limit around the remaining parks in the Village to 20 MPH? A: We could do traffic data around the parks that already have those speed zones in place to see what kind of compliance rate we have and if there has been any improvement in safety as a result of the reduced speed limit. We could bring that information back to the Commission to see if that's something you'd like to look at expanding to the remaining parks.

Q: If we're moving to recommend to the Village Board your proposal plus the 20 MPH zone, four-way stops, and speed humps, are we likely to see a joint proposal from staff? A: I think we have some concerns about the four-way stop signs, but we don't have good data to necessarily argue against it. It is a park and we do realize that the pedestrian volumes that we collected in November are not indicative of what you would see in the summer. We don't have major concerns with the stop signs other than what we've already expressed tonight. The 20 MPH park zone is a two-step process because you're establishing a speed limit. The stop sign is a two-step process as well because there's an ordinance behind it. Ultimately, there would be a motion to concur with the Commission recommendations in front of the Board and then a follow-up ordinance to adopt those two legal measures for the stop sign and the speed limit.

Nancy Schroeder, who submitted the initial petition, noted that the speeding issue is often on Fillmore St and bump-outs may not be sufficient to address the issue. She noted that she recommended that the traffic study occur in the summer during baseball season and disagreed with staff that those were extraordinary events because she sees them as regularly occurring events. She mentioned an additional collision that occurred in December 2022 when a car hit the stop sign at S Euclid Ave. She also spoke about how most of the neighboring intersections have four-way stops and that she prefers permanent solutions to temporary ones.

Edward Fishburne shared that he has two children who regularly cross to get to the park and he believes that not putting in four-way stops prioritizes cars over the vulnerable users of the park.

Michael Leinartas shared that he doesn't understand the Village's reluctance to add stop signs. He shared his experience seeing many near misses as cars roll through the stop sign expecting there to be a stop sign on Wesley Ave, where there isn't one. He also shared his concern about adding bump-outs without adding stop signs because there are a lot of adults and children who ride their bikes to the park. The bump-outs force cyclists to move to the middle of the intersection and he believes that without stop signs, this will negatively impact the safety of cyclists.

Meghan Condon expressed that at a minimum, a four-way stop at the Wesley Ave and Fillmore St intersection is necessary. She has seen way too many near misses, especially involving children, and was one of the first on the scene for the accident in which a child was struck and dragged. She also shared the difficulties she faced crossing the street to get to and from the park following a traumatic brain injury (TBI). She hopes that the Commission takes this seriously because it is about protecting the most vulnerable residents in the community- children, the elderly, and disabled residents.

Emily Masalski shared that she and her neighbors have lived like this for over 10 years and strongly urged the Commission to reduce the speed limit in the area around the park to 20 MPH and put in four-way stop signs at both intersections.

Elizabeth Murphy shared her concerns about the quality of the data, particularly because of the time in which it was collected, and then shared her own data. She believes that all of the recommended measures should be implemented at the very least because there are 30 school-age children, one blind adult, multiple elderly people, and another adult with a TBI all living in the area.

Jason Koransky shared his experience living along the park and reiterated the comments of his neighbors that four-way stops are necessary and that there are gaps in the data. He noted that he was especially frustrated because they specifically requested stop signs when they submitted the petitions. He also noted that while the cost for the bump-outs is high, the cost for stop signs wouldn't be.

Holly Bruce agreed with her neighbors that the traffic study was done at an incorrect time and isn't reflective of what they experience on a day-to-day basis. She shared that a variety of factors have gone into the urgent pleas for action from her neighbors and noted that cars have even sped through their block when it was closed with barricades for a block party. She also mentioned that she would like to see four-ways stops at both intersections and 20 MPH speed limits implemented and recommended that the Village consider roundabouts as a means of slowing traffic.

Dallas Williams explained that while he understands budget concerns, he believes that the focus should be on life safety especially when it comes to children. He doesn't understand the Village's reluctance to add four-way stops and noted that even if they don't work, they will hopefully help to at least slow cars down.

Richard Paulas lives in another part of Oak Park but shared what he has witnessed while watching his grandchildren who live near the park. He stands in support with the neighbors who have petitioned for traffic calming devices at both intersections, including but not limited to four-way stop signs and speed bumps.

Elizabeth Moroney shared that cars often speed northbound on Wesley Ave since there is no stop sign at Fillmore St and she and her children were almost hit in the crosswalk by a car that sped up to the intersection and sharply turned onto Fillmore St. She explained that her children are aware of the dangers of the traffic in the area, but even pedestrians who are aware and cross at crosswalks are not able to do so safely because of how dangerous this intersection is.

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

Following the public testimony, the Commissioners discussed the following topics:

- Lowering the speeds around parks Village-wide to 20 MPH
- Pedestrians' perception of speed
- Striving for better than the 85th percentile by having fewer cars on the road and with the drivers of those cars practicing safer behaviors
- Testing out potential treatments in a semi-permanent way to determine their effectiveness
- The effectiveness of four-way stops
- Different ways to increase visibility
- How to best protect the community asset (Euclid Square Park) and the residents who use it
- The importance of infrastructure changes coupled with additional signage to change driver behavior and see improvements
- A desire to add tools to the Traffic Calming Toolbox that help address traffic calming concerns that are specific to those with mobility issues
- The differences between speed tables, raised crosswalks, speed humps, and speed bumps

Commissioner Straw made a motion to adopt staff's proposed solution with the addition of the 20 MPH park speed zone, the four-way stops at both intersections, and for staff to determine which shape of speed bump would be most appropriate and effective. It was seconded by Commissioner Holzberg.

Commissioner Johnston-Ahlen asked if the motion included the proposed bump outs at all four corners of both intersections and Commissioner Straw confirmed it did.

The roll call vote was as follows:

Ayes: Straw, Holzberg, Johnston-Ahlen, Burke

Nays: None

The motion passed unanimously 4 to 0.

5b) PETITION TO INSTALL A TRAFFIC CALMING DEVICE ON THE 200 BLOCK OF NORTH LOMBARD AVE

Staff Liaison Jill Juliano presented background information about the item, including when the petition was submitted and that it exceeded the number of points required on the scoring table to be presented to the Commission. The reasons for the petition include unsafe driving on the block, motorists using the block to bypass Austin Blvd at excessive speeds, drivers that disregard the stop signs at Erie St and N Lombard Ave, and the

proximity to Beye School. She then explained the speed and volume data that was collected, noting that Lombard Ave is a collector street and based on historical traffic data, the traffic volume range for collector streets is 3,000 to 7,000 vehicles. Based on comments from residents regarding the high volume of people walking to school, staff completed turning movement counts and pedestrian counts. Crash data and collision diagrams were also presented to the Commission. Based on their findings, typically staff would recommend a mid-block pinch point to address the modest speeding issue, but since N Lombard Ave is a collector street the concern is that a pinch-point could lead to traffic diverting to nearby residential streets. They are also concerned that if they were to modify the pinch point, it could be less effective in reducing speeds and could lead to an increase in accidents due to the volume of cars on the block. Staff's recommendation is to put up portable speed radar signs on a regular basis to help let driver's know what speeds they're travelling, and staff has found that as long as the signs are up temporarily, they are effective. Should the Commission wish to recommend a pinch point, staff recommends that it be installed on a temporary basis first to see if it would be effective.

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

Q: Are collector streets wider than an average residential street or do they tend to be the same width? A: At least in Oak Park, it's not consistent. Home Ave is pretty narrow in some locations and it's still a collector street. Lombard Ave is a few feet wider than the adjacent streets, but it's maybe 34 feet versus 32 feet so it's not a big difference.

Q: Is this on the Greenways Plan? A: The Greenways Plan is Harvey Ave in this area. Harvey Ave was chosen for the Greenways Plan because of the crossing at Chicago Ave and Harvey Ave and the crossing at Lake St and Harvey Ave. It's a straight shot between Lake St to Chicago Ave.

Q: Should we be looking for a more consistent approach to how we treat collector streets since the concerns we're seeing here are probably concerns for other blocks? A: I would imagine these are fairly universal concerns for residents who live on collector streets. As staff, we want to be conscientious that these streets are serving a purpose from a transportation standpoint and we want to make sure that we're not creating problems as a result. If the Commission wants to look at this holistically or as part of a Vision Zero Plan, that will always be staff's concern because those cars aren't magically just going to go away. If you squeeze the balloon here, those cars are going to go somewhere else and those streets may not be meant for that or have appropriate treatments at the intersections.

Q: Is something like a rumble strip something that could be done on a temporary basis? A: For a temporary rumble strip, it's essentially an applied tape that you put down and it would be more of a seasonal treatment because it likely wouldn't survive snow plowing.

That is an option and it likely wouldn't redirect traffic. It would have consequences to the neighbors from a noise perspective, but in terms of impacts to the surrounding blocks, I think it would be relatively benign.

Q: For Beye School, some of those roads are shut down temporarily during pick-up and drop-off, right? A: There are barricades to prevent you from going south bound and they are picked up during the day.

Q: One of the east/west streets is on the Greenways Plan, right? A: Erie St.

Q: Does staff have a recommendation for the intersection of N Lombard Ave and Erie St?

A: We didn't look at treatments on Erie St with this petition. The one concern about looking at the Boulevards System here is that we have already awarded a design contract based on the Commission's previous recommendation for the next priority for the Boulevard System. If we were going to look at this Erie St segment, it would be further along in the process.

Q: How did the temporary bump-outs for traffic calming around schools work? A: We had mixed results. We had a lot of complaints about the aesthetics of the temporary treatments, but some residents were in favor of them. Ultimately, they were removed.

Q: What if we did stop signs and temporary bump-outs to see how that works? A: If the Commission wants to make that recommendation, that's up to the Commission. Staff would not be supportive of a stop sign here because we don't have the traffic accidents to support it and we're not right on the frontage of a park or school.

Q: If there were to be temporary bump-outs, what would be the best approach? A: We could certainly take a look at it and come back in front of the Commission if you'd like. Lombard Ave is the higher volume roadway and is probably the more dangerous crossing for kids, even though it's stop controlled.

Q: Is there daylighting around the stop sign that's clearly marked? A: We can look at the "No Parking" signage to see what restrictions are out there right now, but we don't see a lot of parking issues in that area.

Alyson Schoenfeldt shared that their primary concern is pedestrian safety, especially being one block from Beye School. There are high volumes of cars during rush hours, which also coincide with drop-off and pick-up times for Beye School, making it dangerous for those walking to and from school. She noted that cars often don't stop at the north/south stop signs at N Lombard Ave and Erie St and that while she understands that near misses aren't included in the data, they frequently occur. She concluded by requesting a four-way stop at N Lombard Ave and Erie St and agreed that a comprehensive approach to collector streets would be useful.

Martha Irvine shared that she has a front-row seat to the stop signs at N Lombard Ave and Ontario St and people rarely actually stop, which is a common issue in Oak Park. She reiterated the comments that the speeds are concerning due to the close proximity of not only Beye School, but also Oak Park River Forest (OPRF) High School. She noted that while she understands that stop signs are controversial and not always effective, they do tend to slow people down. She was also in favor of the use of portable speed radar signs, increased enforcement, and raised crosswalks.

Staff Liaison Juliano read the one written public testimony aloud. The comment, in its entirety, is attached to these minutes.

Following the public testimony, the Commissioners discussed the following topics:

- Taking a comprehensive approach to treatments on collector streets
- How to avoid simply pushing the cars to another street
- How to improve the safety of the intersection of N Lombard Ave and Erie St, potentially by considering the Safe Routes to Schools and the Greenways Plan
- The possibility of using additional paint and bollards as an extra visible cue at the intersection

The Commission agreed to table the item until staff can bring back additional options at the next meeting.

6. Old Business

6a) FINALIZE RECOMMENDATIONS FOR PROCESSES TO DEVELOP THE VISION ZERO PLAN; AND ELEMENTS THAT SHOULD BE INCLUDED IN THE PLAN (2022 TRANSPORTATION COMMISSION WORK PLAN ITEM)

Village Engineer Bill McKenna explained to the Commissioners that this item was on the agenda so that the Commissioners could make a formal recommendation that staff could bring to the Village Board at the March 20, 2023 meeting. He noted that the top bullet points were the elements that staff and the Commission all agreed on and the bottom four bullet points were the specific recommendations from the Commission that went above and beyond what staff was already considering. The item that staff expects to engage the Board with would be the bottom bullet point regarding the role of enforcement in the Vision Zero Plan.

Chair Burke wanted to flag that procedurally, the Commission will have opportunities to provide additional input for the plan, review drafts of the plan, and that what's being put in writing now is not the end of the Commission's input for the plan. Village Engineer McKenna responded that that could be added, but that the intent is that the Commission is going to be the body that's going to be reviewing the Vision Zero Plan and making the

final recommendation to the Board. It wasn't put in there because it's already part of the Commission's adopted Work Plan.

Commissioner Straw asked for clarification regarding whether or not staff is adopting the Commission's additional recommendations. Village Engineer McKenna responded that the first set of bullet points are staff's initial recommendation to the Commission and the additional four are what the Commission recommended at the last meeting. Staff are in alignment with the Commission on the first three bullet points, but staff believes that traffic enforcement should be a more key component of a Vision Zero Plan.

Commissioner Straw made a motion to adopt the elements listed on staff's memo as the Transportation Commission's recommendation. It was seconded by Commissioner Holzberg.

The roll call vote was as follows:

Ayes: Straw, Holzberg, Johnston-Ahlen, Burke

Nays: None

The motion passed unanimously 4 to 0.

7. Adjourn

With no further business, Commissioner Holzberg 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 adjourned at 10:07 PM.

Submitted by:

Anna Muench

Administrative Assistant- Engineering

Juliano, Jill

From: Taissa Bielaga [REDACTED]
Sent: Friday, March 10, 2023 4:12 PM
To: Transportation
Subject: Fwd: Support for Traffic Calming Measures at S. Euclid Ave. and Fillmore St.

[REDACTED]

Please see below, which was mistakenly sent to the incorrect email address.

Thanks,
Taissa Bielaga

Begin forwarded message:

From: Taissa Bielaga [REDACTED]
Date: March 9, 2023 at 3:56:49 PM CST
To: transportation@oakpark.us
Cc: [REDACTED]
Subject: Support for Traffic Calming Measures at S. Euclid Ave. and Fillmore St.

Good afternoon,

I am writing in support of traffic calming measures at the intersections of S. Euclid Ave./Fillmore St. and S. Wesley Ave./Fillmore St. that will be addressed at the public meeting on March 14, 2023. Specifically, I would like to see a four-way stop sign at both corners and would welcome any additional calming measures. Euclid Square is a wonderful park that is frequented by members of our surrounding communities and we should strive to keep everyone safe. I would like to call out two major considerations:

-Children are one of the main users of the playground, baseball fields, and park in general. It is important to keep the surrounding streets safe for pedestrians, and we should take into account the increased number of children who frequent this area.

-The park is near two major thoroughways (Roosevelt Rd. and Oak Park Ave.), which results in increased traffic on the nearby residential streets (including Fillmore St., Euclid Ave., and Wesley Ave.). Drivers are often just passing through and are therefore unaware of the park location. Additionally, drivers trying to avoid traffic on Roosevelt Rd. or Oak Park Ave. are often in a hurry and driving faster than necessary past the park.

Thank you for taking the time to read my email of support and I look forward to hearing the results of the upcoming meeting.

Sincerely,
Taissa Bielaga
[REDACTED]

Juliano, Jill

From: josh andersson [REDACTED]
Sent: Tuesday, March 14, 2023 12:07 PM
To: Transportation
Subject: Traffic Calming Devices at Wesley/Fillmore, etc.

Hello,

This note is in regards to tonight's discussion on Traffic Calming Measures on Fillmore and Wesley Streets.

I am in support of slowing vehicular traffic flow and making the public ROW safer for pedestrians and cyclists near our public parks and throughout The Village. "Playground" signage and automated speed indicators are not sufficient methods to notify drivers that they should be driving safer.

Post-pandemic, drivers have gotten more entitled with riskier behavior while we (peds) have lost our safe streets for walking. It is beyond me that there the intersections at parks remain partially-controlled. Drivers can be slowed, it is a minor inconvenience. You have a responsibility to make the community safe for pedestrians, please follow through.

Josh Andersson
[REDACTED]
[REDACTED]

Juliano, Jill

From: Brad Meyer [REDACTED]
Sent: Sunday, March 12, 2023 12:56 PM
To: Transportation
Subject: 200 Block of N Lombard

[REDACTED]

As a resident of this neighborhood, I would like to object to the installation of a "traffic calming" device. There are obvious reasons for the lawlessness in this area. Drivers who repeatedly break traffic laws laugh at these signs. A device only shows constituents and that village will settle for the bare minimum to address it.

Greater police presence is the only solution. Enforce the laws and people will have no choice to fall in line.

I see these devices on Chicago Ave in River Forest and all they do is cause congestion and increase the likelihood of accidents. If the objective is to slow traffic to the speed of a bicycle, then let's just convert Oak Park to golf carts (only) and make it the gated community that our surrounding neighbors already view it.

Brad Meyer
[REDACTED]