

APPROVED Meeting Minutes  
Transportation Commission  
Tuesday, July 11, 2023 – 7:00 PM  
Council Chambers - Village Hall

1. Call to Order

Chair Burke called the meeting to order at 7:00 pm.

Roll Call

Present: Camille Fink, Jack Eskin, Jason Jenkins, Ron Burke

Absent: Julie Johnston-Ahlen, Jenna Holzberg

Staff: Staff Liaison Jill Juliano, Parking Restrictions Coordinator Takeshi Thompson, Parking & Mobility Services Manager Sean Keane, Steve Pautsch, Village consultant from Civiltech Engineering,

2. Agenda Approval

Motion was made to reverse items 5 and 6 on the order of the agenda. Commissioner Jenkins made a motion to approve the revised agenda. This was seconded by Commissioner Eskin. The agenda change was approved by a unanimous voice vote.

3. Approval of the Draft June 13, 2023 Transportation Commission Meeting Minutes

Commissioner Eskin made a motion to approve the draft June 13, 2023 Transportation Commission meeting minutes. It was seconded by Commissioner Fink. The motion was approved by a unanimous voice vote.

4. Non-Agenda Public Comment

None

5. New Business

5a) PETITION TO ADD ON-STREET OVERNIGHT PERMIT PARKING TO THE 100 BLOCK OF NORTH ELMWOOD AVE FROM LAKE ST TO THE EAST ALLEY

Takeshi Thompson, Parking Restrictions Coordinator gave a summary of the petition. The petition was submitted due to concerns about parking at a distance from their building late at night, influx of nonresidents parking during events at the church, and the rising cost in lot and garage parking permits. During the June 13<sup>th</sup> meeting, the

possibility of adding overnight permit parking on Lake St from Ridgeland Ave to Elmwood Ave between 10pm and 6am to the petition was mentioned but was now being presented. Thompson additionally, clarified that parishioners can buy permits for the Pilgrim Church parking lot. The staff agreed on adding on-street overnight permit parking from 10PM to 6AM to the east side of the 100 block of North Elmwood Ave.

No public testimony was given.

Commissioner Eskin made a motion to approve staff recommendation. It was seconded by Commissioner Jenkins.

The roll call vote was as follows:

Ayes: Eskin, Jenkins, Fink, Burke

Nays: None

The motion passed unanimously 4 to 0.

#### 6) Old Business

##### 6a) PETITIONS TO INSTALL TRAFFIC CALMING DEVICES ON THE 400 BLOCK OF BERKSHIRE ST AND THE 400 BLOCK OF GREENFIELD ST

Steve Pautsch, the Village consultant from CivilTech Engineering gave a presentation including background information on the item, crash data and collision diagrams. Pautsch commented on the high traffic volumes of pedestrian and bicycle on Berkshire St. The average daily traffic on Berkshire St was about 1200 vehicles and 700 vehicles on Greenfield St. Pautsch expressed concerns about speed. The data collected by Pautsch indicates the intersection of Berkshire St and Ridgeland Ave has had multiple accidents. Staff recommends taking level 2 and level 3 calming measures for Berkshire St. Pautsch, furthermore proposes a parking lane line to make road visually smaller to reduce speeding. Staff recommends putting up a temporary speed sign on Greenfield St for drivers to see their speed. Commissioner Jenkins asked about how long targeting speed enforcement will be put on the block on Greenfield St. Staff Liaison Jill Juliano explained the 2 types of feedback signs, portable speed radar signs and speed wagons, and their effectiveness. She explained that police officers are requested to be at certain blocks to enforce the speeds.

Bump outs were recommended on Ridgeland Ave and Berkshire St. However, there are concerns about the narrowness coming out of Ridgeland Ave.

The following persons spoke their public comments aloud:

Tom Garvey started the petition after the accident in August of 2020. Garvey spoke about the impact of the hill on Berkshire St. He explained drivers tend to speed up a hill, go unexpectedly faster downhill, and use Berkshire St as an alternative to Division St. He believes the south side of Berkshire St has ample spots for parking. He is in favor of having a white parking lane line 8 feet from the south side on Berkshire St. He argued that speed tables will be effective in slowing drivers down.

Mark Segal of the 400 block of Greenfield St argues in favor of traffic calming petition. He specifically wants traffic calming on Rossell Ave and Greenfield St. Many cars accelerate on the Greenfield St block which is dangerous to the many pedestrians and bicyclists. He believes that a speed table on Greenfield St would be effective. He mentioned the possibility of traffic shifting from Berkshire St to Greenfield St.

Evelyn Segal of the 400 block of Greenfield St agrees with the traffic calming petition. The Greenfield St block between Elmwood Ave and Ridgeland Ave does not have any traffic calming. There is a lot of traffic by Rossell Ave and Greenfield St due to drivers attempting to bypass North Ave and Division St. When there is church on Sunday, there are many close calls in terms of accidents due to high levels of traffic.

Gary Longstein of the 1100 Block of Rossell Ave and Greenfield St supports traffic calming. He highlighted of the acceleration uphill and is in favor of a stop sign on Edmer Ave or Rossell Ave.

Allison Mackenzie lives on Greenfield St and has experienced numerous incidents by her driveway. She is in favor of adding speed bumps, speed tables, or white parking lines. She is not in favor of adding a stop sign because it will conflict with her driveway.

Nick A., a resident of Berkshire St, asked for clarification on when the project on Elmwood Ave and Berkshire St would begin. Staff Liaison Jill Juliano stated that the project is planned to start late October.

Julie O., resident of Berkshire St, believes that people accelerate over the hill on Berkshire St to get across traffic on Ridgeland Ave. She is in favor traffic calming on Berkshire St and Ridgeland Ave.

Commissioner Jenkins spoke about the Vision Zero Plan which is a plan regarding traffic safety throughout Oak Park. He commented residents should bring up

concerns to the Village and understands the process of dealing with specific problems on blocks is difficult.

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

Q: Was traffic volume on Rossell Ave recorded? A: No data on Rossell Ave.

Q: What was the determination for level 1 traffic calming on 400 block of Greenfield St? A: No recorded crashes in the last 5 years on Greenfield St and low traffic volume.

On Greenfield St, staff's recommendation is to deploy portable speed radar signs and consult with the Police Department about targeting enforcement. On Berkshire St staff's recommendation is to add the striped parking lane line on the south side narrowing the road and a neckdown lining up with the sidewalk leading into the park's picnic area.

Staff Liaison Jill Juliano suggested for staff to designate areas for bump outs on north and south side of Greenfield St between Elmwood Ave and Ridgeland Ave,

Commissioner Jenkins made a motion to accept staff's recommendations for both Berkshire St and Greenfield St with the addition of bump outs at either east of Edmer Ave and east of Rossell Ave as determined by staff. It was seconded by Commissioner Eskin.

The roll call vote was as follows:

Ayes: Jenkins, Eskin, Fink, Burke

Nays: None

The motion passed unanimously 4 to 0.

## 7) Adjourn

With no further business, Commissioner Jenkins made a motion to adjourn the meeting. It was seconded by Commissioner Eskin. The motion was approved by a unanimous voice vote.

The meeting adjourned at 9:16 PM.

Submitted by:

Jay Ahn

Administrative Intern

**From:** [Alison McKinzie](#)  
**To:** [Transportation](#)  
**Cc:** [Shawn Calvert](#); [Tom Garvey](#)  
**Subject:** 400 Block Berkshire Traffic Calming  
**Date:** Monday, July 10, 2023 1:39:18 PM

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Caution! This message was sent from outside your organization.

**Hello,**

**I was referred to you by Tom Garvey, a neighbor from the 400 Block of Berkshire. I'd like to submit the following comments/anecdotes from our home at [REDACTED] Berkshire. Thank you for the opportunity to make our voices heard. Because I am a faltering public speaker, I am opting to email my comments.**

**Sadly, I think we all have anecdotes about rampant reckless driving with disregard for children, adults, pets, and bikes. The problem was certainly exacerbated during the pandemic.**

**I would like to submit two supporting instances of reckless driving.**

- This winter, we were leaving for school/work and found our driveway blocked. Someone drove over our beloved newly planted parkway tree, killing it. The car drove into our garden and was stopped by a large rock. The car was probably coming North on Elmwood at a high rate of speed. I was heartbroken at the loss of this beautiful maple tree. Police report number. 23-0916 Officer 377 A Alvarez.**
- Another frightening event occurred this spring as I was turning in to my driveway. While I have had numerous incidences of people going East and passing me on the left as I signaled to turn into my driveway. The most egregious occurred as I waited for 5th-7th grader biking West bound on Berkshire. The car came within inches of mine and only then braked nearly missing the child. That could have been a tragedy.**

**Because we must back out of our driveway, the high speeds in conjunction with park and school traffic, bikes, (and in our particular case nearly 4 years of contractor vans surrounding our drive and blocking our view) makes for a treacherous daily commute.**

**We are in favor of most of the traffic calming options including speed bumps or tables, a narrowing of the EB street entry, adding bike lanes or parking lines. We are in favor of anything but a stop sign or flashing lights directly in front of our homes. We feared a stop sign in front of our home was being proposed by neighbors from other blocks. We believe now that that would not be feasible as we would not be able to exit our drive. Idling cars and emissions would be ruinous to our quality of life.**

**It seems we have a unique situation on Berkshire as an East/West park-facing street becomes a route to bypass Division. Perhaps an exception is warranted?**

**Thank you,**

**Alison McKinzie**

