

Approved Meeting Minutes
Transportation Commission
Monday, February 25, 2013
Council Chambers - Village Hall

Call To Order And Roll Call

Chair Jack Chalabian called the meeting to order at 7:08 PM.

Present: Jack Chalabian, Lee Lazar, Mark Patzloff, Michael Stewart.

Excused: Andre Bonakdar, Craig Chesney

Staff: Jim Budrick, Mike Koperniak, Jill Juliano, Jill Velan.

Non-Agenda Item Public Comments

Keith Vogt, 735 S Kenilworth commented that there is a northbound left turn on Austin Boulevard at Jackson Boulevard but not at Madison Street, why? Village Engineer Jim Budrick explained the background and history for the situation.

Agenda Approval

A motion to approve the agenda as presented was made, and seconded. The motion was approved by a unanimous voice vote.

Approval of the Draft January 28, 2013 Meeting Minutes

A motion to approve the January 28, 2013 Transportation Commission meeting minutes was made, and seconded. The motion passed unanimously on a voice vote.

MODIFY LONGFELLOW SCHOOL'S TRAFFIC SAFETY PLAN

Transportation Engineer Jill Juliano gave a presentation on the agenda item recapping the history of the item as well as highlighting the proposed modifications listed in the plan.

Commissioner Patzloff asked if the SCHOOL CROSSING signage will be blinking like that installed in Forest Park. Staff replied no, not planned at this time.

Chair Chalabian suggested the proposed 1 hour parking modification on the west side of Highland Ave should be consistent with the 15 minutes parking restriction located approximately fifty feet (50') to the south of the proposed restriction.

Staff explained the reasoning for the one hour parking restriction and the logic behind the unrestricted parking on the east side of Highland Ave while having various restricted parking on the west side of Highland Ave.

Commissioner Patzloff asked if there is a crossing guard at Jackson Blvd and Ridgeland Ave; and can the guard be moved to another location. Staff replied there is a crossing guard at that location but typically the guard is not moved. Stationing of guards is determined by the school district.

The floor was opened to public testimony.

Angela Dolezal, Principal of Longfellow School, spoke in support of the proposed plan. She mentioned that school access has changed over the years and that the number of students attending the school has grown to over 650 students.

Paul Bouboutsis, 622 S. East Ave, has children attending Longfellow School. He supports the proposed plan and feedback from other parents has been very positive. He also supports increasing the NO PARKING ANYTIME ZONE on Jackson Boulevard.

Transportation Engineer Juliano read the additional public testimony that was received after the agenda was distributed to the Commissioners. A summary of the written public testimony received by the Village was provided to the Commissioners (see summary sheet and emails attached to these minutes).

The floor was closed to public testimony.

Commissioner Patzloff likes that the new plan will prevent buses from double parking. However he is wondering why one hour parking is needed on Highland when 15 minutes will do. He has questions about the upgrade to all-way STOP controlled on Van Buren St at Cuyler Ave but he likes the other parts of the plan.

Village Staff and Principal Dolezal provided clarification on the 1 hour and 15 minute parking areas.

Commissioner Lazar supports the plan and approves of the implementing 4-way STOP controls around schools. He is familiar with this layout as it is just like Whittier School plan.

Commissioner Stewart thought there are some good parts to the proposed plan but his concern is about the STOP signs on Van Buren St at Cuyler Ave. Commissioner Stewart mentioned his experience by Lincoln School. He would like to have bicycling mode to be in as part of the school's traffic safety plan.

Principal Dolezal explained why Longfellow and Lincoln Elementary Schools don't allow bicycling to school – major crossings are dangerous, protecting children is utmost concern, safety is a major issue, and there is bike theft, that is older elementary school

kids bullying the younger kids. Longfellow School does have a bike safety program, including locking bicycles in the central courtyard.

Commissioner Stewart provided his thoughts on students riding their bikes to and from school. He also expressed the need to educate bus drivers about on passing bicyclists.

Chair Chalabian supports the NO PARKING ANYTIME zone and the in-pavement pedestrian crossing signage. He wants Staff to monitor the Jackson Blvd and Cuyler Ave intersection to see that the changes are working as intended.

Chair Chalabian does not like the one hour parking on the west side of Highland Ave. He would like to streamline the area as there are multiple layers of parking regulations which adds to the confusion.

Village Engineer Budrick stated, for safety reasons, the Village wants students to get out of the vehicle on the curb side. The 1 hour parking restriction meets the needs of parents who must take their children into Longfellow School.

Commissioner Stewart stated he now understands why the one hour parking was requested.

Interim Parking Services Manager Jill Velan stated that Village Staff works to customize the school traffic safety plans to meet the needs of the school.

Chair Chalabian is in support of upgrading from 2-way to all-way STOP controlled intersection at Van Buren St. and Cuyler Ave.

Commissioner Lazar motioned to approve the Longfellow School traffic safety plan as proposed and add a three month monitoring period to make sure the plan is working as intended. Commission Stewart seconded the motion.

The vote was as follows:

AYES: Jack Chalabian, Lee Lazar, Mark Patzloff, Mike Stewart

NAYS: None

The motion passed 4 to 0.

Public Testimony Summary Sheet - February 25, 2013 Transportation Commission Meeting

Longfellow School Traffic Safety Plan	Support	Oppose	Comments
Patricia Woytek 742 S Cuyler		X	Opposes the upgrade to all-way STOP at Cuyler/Van Buren.
Amy Nadeem 746 S Ridgeland	X		Proposes crosswalk pavement markings on Ridgeland at Van Buren. RIGHT TURN ONLY 7AM-9AM, 3PM-6PM signage on Van Buren at Ridgeland
Rahul Patwari 800 S Ridgeland	X		Is it possible to improve safety at Ridgeland/Van Buren?
C Llewellyn		X	Opposes the upgrade of all-way STOP at Cuyler/Van Buren.
Adrienne Peterson		X	Opposes the upgrade of all-way STOP at Cuyler/Van Buren. Proposes continental crosswalk pavement markings and in-street pedestrian signage instead of all-way STOP at Cuyler/Van Buren
Jackson Boulevard Bike Lane	Support	Oppose	Comment
Ljubomir Perkovic 612 S Grove		X	Jackson Blvd is not a good alternative. Amount of traffic, speeds, geometry of roadway are issues. Lists a road diet on Madison St as better alternative.
George Yanos 701 Wisconsin	X		Consider modifying curves at Harlem and Oak Park Ave
Stevan Ranney 720 S Grove	X		Supports with conditions: parking prohibited, bulbouts removed, curves at Harlem and Oak Park Ave expanded
Jim Katovich 733 Wenonah	X		
Sue McNulty 711 S Maple		X	
Craig Chesney 634 Clinton		X	Removal of bumpouts will decrease safety. Prior to bumpouts, problems with speeding, cars attempting to use "extra" lane to pass turning vehicles. Installation of dedicated bike lanes will not accomplish the same results.

Juliano, Jill

From: Amy Nadeem [amyrnadeem@gmail.com]
Sent: Wednesday, February 20, 2013 2:38 PM
To: Juliano, Jill
Cc: pallavipatwari@gmail.com; rahul_patwari@yahoo.com
Subject: Longfellow Traffic Safety Plan

Dear Ms. Juliano,

I would like to formally submit my comments to be considered during the public meeting, held next Monday evening.

I live on 746 S. Ridgeland Avenue, located on the corner of Ridgeland and Van Buren. I believe a few more key modifications must be considered as well as those for the Longfellow school and surrounding streets.

I would like to propose the following:

- **Crosswalk paint on Ridgeland Avenue to signify pedestrians do cross Ridgeland on Van Buren Street.**
 - Motorists do not realize many residents, including kids of all ages, use Van Buren and crossing Ridgeland can be difficult, especially with cars parked on Ridgeland.

- **A 'Right Turn Only' sign on Van Buren (both sides) from 7-9 am and 3-6 pm.**
 - As my neighbors can testify, these times cause Van Buren to back up. Cars will honk at the one in front, not knowing if they have the ability to turn. At 8 am and between 4-6 pm, this can be very disruptive, as we have to listen to countless horns blasting.
 - Van Buren is located between two streets with traffic lights; Jackson and Harrison. There is no reason a car cannot turn down Cuyler to Harrison.
 - In the afternoon, the sight lines are blocked from all the cars parked on Ridgeland. We have witnessed many near accidents from cars shooting across Ridgeland, or turning into oncoming traffic. Including buses carrying children.
 - Finally, as a main path to Julian and the HS, these students are having to weave through cars who pull up over the crosswalk to check traffic. We have already had an accident of a student hit on a bike in the crosswalk. One accident is too many.

Ms. Juliano, I do hope these concerns are presented on my behalf and appreciate you doing so.

My neighbors and I witness too many accidents on this corner* (one happening earlier this month, early in the morning), witness too many near accidents and witness too many speeding cars down Van Buren. This is associated with the Longfellow plan as we see many students using this intersection, including Julian students as well. If safety is the true concern of the Village of Oak Park, I ask these proposed additions be added as well.

Thank you.

Warm Regards,

Amy R. Nadeem
746 S. Ridgeland Avenue
773-558-3985

*I am sure the Village will have an accurate record of the exact number of traffic accidents and incidents on the corner of VanBuren and Ridgeland. There have been 2 in the past 6 months.

Juliano, Jill

From: Pat Woytek [patwoytek@ameritech.net]
Sent: Friday, February 22, 2013 2:22 PM
To: Juliano, Jill
Subject: Updating the Longfellow School Traffic Safety Plan

Dear Ms. Juliano,

I live directly adjacent to the intersection of Van Buren and Cuyler, at 742 S. Cuyler Ave. I am writing because **I am strongly opposed** to the proposal to change the Van Buren/Cuyler intersection from a 2-way stop to a 4-way stop. While I am aware of parent concerns about safety, I have lived 20 feet from this intersection for 19 years, including the many years I walked my own children to Longfellow School, and I am not aware of a single accident having occurred there - either car/car or car/pedestrian.

New stop signs will decrease, rather than increase, safety at this intersection. Due to the proliferation of one-way and dead-end streets in this particular neighborhood, this is a main thoroughfare and point of egress for residents. There are already stop signs on Van Buren one-half block east and one-half block west of Cuyler, at Highland and Ridgeland Avenues. It has been my experience in Oak Park that when stop signs are placed too close together, drivers often ignore many of the signs, and run through them. This leads to an unsafe level of unpredictability. Currently, pedestrians waiting to cross Van Buren at Cuyler know with absolute certainty that the cars on Van Buren are not going to stop and they must wait to cross. By adding new stop signs that will at times be ignored by drivers, pedestrians are placed in the position of never knowing whether the drivers will stop or not, leading to possibly deadly consequences. Additionally, a new stop sign placed so close to Ridgeland will lead to severe backups of cars trying to turn east onto Van Buren from Ridgeland.

The congestion at this intersection on school mornings and afternoons has a different cause than the lack of a 4-way stop. The real problem on this stretch of road is the relatively recent practice of commuters (one black Audi in particular) and nearby residents parking for extended periods on the short stretch of Van Buren between Ridgeland and Cuyler. This has caused extremely dangerous traffic backups and unsafe conditions for cars turning east onto Van Buren from Ridgeland at all times of day and has reduced visibility for both pedestrians and motorists in the vicinity. In past years, when there were few or no cars parked on this stretch of Van Buren, no safety issues arose.

Rather than adding unnecessary and potentially unsafe stop signs which may largely be ignored, I propose that "no parking" signs be added to the stretch of Van Buren between Cuyler and Ridgeland for the hours of 7:00-9:00 a.m. and 2:00-4:00 p.m., just as they are on the east side of Cuyler where I live. This would get rid of the "all day" commuter parkers who make it impossible for cars to pass in opposite directions on Van Buren, provide better visibility for children and parents attempting to cross Van Buren, and increase the safety for motorists turning onto Van Buren from Ridgeland.

Again, for these reasons, **please do not turn the intersection of Van Buren and Cuyler into a 4-way stop.**

Patricia Woytek
Resident
742 S. Cuyler Ave.
(708) 524-5449

2/22/2013

Juliano, Jill

From: C Llewellyn [cllewell856@yahoo.com]

Sent: Friday, February 22, 2013 9:34 PM

To: Juliano, Jill

Subject: Longfellow Traffic Plan

I find it ridiculous that you propose 24 hour solutions to a 3 hour (5 days week not even the entire year) problem. Those of us who live in the area already stuck with the stupid traffic light, now you want to put a 4 way stop at Cuyler and Van Buren. Why do we have to suffer the rest of the time? If there is an issue there during school hours put a person there to control traffic and leave us alone the rest of the time. And perhaps you can make sure that cars are actually ticketed if they park for over 2 hours in the areas marked with a time limit. That isn't happening now. I have seen cars parked in front of my house for 4 hours.

Juliano, Jill

From: Adrienne Peterson [a-l-peterson@att.net]

Sent: Sunday, February 24, 2013 12:45 PM

To: Juliano, Jill

Subject: Opposition to Van Buren/Cuyler stop sign

My thoughts on the proposed stop sign at VanBuren and Cuyler, which I oppose:

Van Buren and Cuyler are much too narrow to accommodate parking on both sides of the street and 2-way traffic at the same time.

Which results in:

a back up of cars at the corner of Ridgeland and VanBuren heading eastbound before the bell and westbound after the bell. It is the height of the morning rush on Ridgeland as cars are heading southbound to the interstate or further south. All it takes to back up cars on Van Buren is one car trying to go straight across Ridgeland or making a left turn at this corner.

What has the school done to: encourage families to arrive earlier than 5 minutes before the bell, or stagger drop off?

It was only a few years ago that an expensive light was installed on Jackson and Highland with a crossing guard. What has been done to promote dropping off students north of the school and utilize this safe crossing?

Why inconvenience drivers with yet another stop sign on Van Buren when it is only necessary for **0.67% of the minutes in a year** (assuming 10 minutes 2x/day for 176 days/year)? This results in more air pollution (for the residents at that intersection), and fuel consumption.

We have lived in the neighborhood for over 20 years, why is this intersection all of a sudden a problem?

Sincerely,
Adrienne Peterson

Juliano, Jill

From: Adrienne Peterson [a-l-peterson@att.net]
Sent: Sunday, February 24, 2013 1:19 PM
To: Juliano, Jill
Subject: stop sign Cuyler/Van Buren

One more thought to my previous email:

install zebra stripes on the street pavement and "stop for pedestrian - state law" signs instead of stop signs.

Thank you.
Adrienne Peterson

Juliano, Jill

From: Kristin McCormack [kristingreg@sbcglobal.net]

Sent: Tuesday, March 05, 2013 2:03 PM

To: Juliano, Jill

Subject: Longfellow Traffic Safety Plan

Hello-

I want to let you know that I disagree with putting a 4 way controlled stop at the intersection of Cuyler and Van Buren. This is unnecessary and for those of us who live right in the neighborhood a real nuisance. The real issue is controlling the intersection at Van Buren and Ridgeland. There is an accident involving this intersection at least once every 4 months at this corner. Someone is going to lose their life at this corner. This is where you should be concentrating your attention...NOT at the corner of Cuyler and Van Buren.

Regards,
Kristin

Kristin McCormack
Fair Oak Workshops
(800) 341-0597
sales@fairoak.com
www.fairoak.com

3/5/2013

Juliano, Jill

From: Einolf, Christopher [CEINOLF@depaul.edu]

Sent: Sunday, March 17, 2013 8:55 AM

To: Juliano, Jill

Subject: Longfellow school road changes

Dear Ms. Juliano:

I am late in commenting, but I want to say that I strongly support the Village's plan to change the roads around Longfellow School. I have one other suggestion: the intersection of Cuyler and Adams is a 2-way stop, and cars run pretty fast down Adams between Ridgeland and Highland, where there are stop signs on Adams. Longfellow playground is right on that corner, and lots of kids cross that intersection on the way to the playground. I suggest that the village turn Cuyler and Adams into a 4 way stop so that kids don't get hit by cars zipping down Adams.

Chris Einolf

IMPLEMENTATION OF BIKE LANES ON JACKSON BOULEVARD BETWEEN HARLEM AND RIDGELAND AVENUES

Transportation Engineer Juliano gave a presentation including a history of the item and went through the updated parking survey data.

Commissioner Patzloff asked if the bumpouts will be removed as part of this project. Staff replied yes they would.

Commissioner Stewart asked if shared use pavement markings will be installed in the S curves on Jackson Blvd. Staff replied yes.

Chair Chalabian asked how the dedicated bike lanes would be marked. Village Engineer Budrick explained how the markings would be implemented.

Transportation Engineer Juliano provided a summary of the written public testimony received by the Village (see emails and summary sheet attached to these minutes).

The floor was opened to public testimony.

Steven Saraceno, 725 S Kenilworth Ave, states he is an avid cyclist but is concerned about the safety of kids on Jackson Blvd. He likes the bumpouts and says they have saved lives. He feels that Jackson Blvd is the I-290 extension. Mr. Saraceno rarely sees bicyclists on Jackson Blvd. He mentions that no one takes Jackson Blvd to the city. He supports dedicated bike lanes on Jackson Blvd but not at the expense of the safety of children crossing Jackson Blvd. Mr. Saraceno asked if the Village could put a ledge in the bumpout. He said the Village spent a lot of money installing the bumpouts and they should remain.

Keith Vogt, 733 S Kenilworth Ave, supports the bumpouts as they have reduced the number of cars driving to the right around other cars. He mentioned there used to be a crossing guard at Jackson/Kenilworth. Additionally, he states during rush hour, there is continuous traffic and rarely sees bicyclists on Jackson Blvd.

Mary Pat Sullivan, 825 Home Ave, originally opposed the bumpouts but she said it would be irresponsible to spend money to remove them.

Dave Shinglman 734 Wisconsin Ave, supports the bumpouts. He said the bumpouts definitely slowed traffic on Jackson Blvd. He feels there needs to be better enforcement. He bicycles on Jackson Blvd and doesn't have problems with the bumpouts. He said having a traffic diet on Madison St would put more traffic on Jackson Blvd.

Mike O'Malley, 800 Wisconsin Ave, opposes dedicated bike lanes on Jackson Blvd if it means removing existing bumpouts.

Commissioner Stewart asked the attending residents if there are safe crosswalks using other options than bumpouts, are you still opposed to dedicated bike lanes on Jackson Blvd?

An audience member said he is not against the bike lanes but there are better options. He mentioned that Madison St or Harrison St are better options for the bike lanes.

The floor was closed to public testimony.

Commissioner Stewart sees this as an opportunity to have a full east-west, Village-wide bike lane on the south side of the Village. He compared it to Chicago Ave and Augusta Blvd bike lane options on the north side. A dedicated bike lane on Jackson will encourage more cyclists to use Jackson Blvd. He also spoke about how bike routes link up east (Columbus Park) and west (Prairie Parkway) of Oak Park. He gave reasons for not liking the bumpouts.

Commissioner Stewart mentioned that people use parking as a traffic calming device. He spoke of possibly a different technology could be used to plan for both a bike lane and the bumpouts. He feels something could be done to satisfy all.

Commissioner Lazar mentioned that Jackson Blvd was used as an alternate route by vehicular traffic yesterday when I-290 was shut down.

Commissioner Stewart mentioned that he would like the Village to create bike loops that stay off of the main streets. They would be safer routes not only for walking but biking as well.

Commissioner Patzloff stated that he understood Commissioner Stewart's views on creating bike lanes but he has concerns about cost and safety regarding the removal of the bumpouts. However he does believe that south Oak Park does need an east-west route and would like to create opportunity to create demand.

Village Engineer Budrick stated that the Village would remove the bumpouts if the dedicated bike lanes were installed, otherwise the bumpouts would remain.

Chair Chalabian believes the bumpouts are doing what they were designed to do for pedestrian safety. While he sees a need for bike path connectivity, the Village needs to prioritize street usage. He has concerns with the dedicated bike lanes. He stated if one looks at Complete Streets pedestrians have the highest priority rather than bicyclists. He stated that the Village should try shared lane usage on Jackson Blvd first, see how it works and then go from there – the incremental approach.

Commissioner Stewart mentioned that he is a bicycle activist and believes there is a lot of support for dedicated bike lanes on Jackson Blvd. He said if there is a speed

issue on Jackson Blvd then deal with the enforcement issue. He would like to see more family biking and also supports safe pedestrian use as well.

Village Engineer Budrick stated Village Staff can look at alternatives at bumpout locations to accommodate both pedestrians and bicyclists. Staff will look at examples of designs in other communities and will aim to bring back to the Commission at the next meeting.

Commissioner Lazar spoke his views on reaching a compromise solution for the installation of bike lanes on Jackson Blvd. Presently looks like bike lanes versus bumpouts.

Commissioner Stewart stated that bike lanes between parking/bumpouts and roadway are better than none. It sends a message that the Village will have bike lanes in south Oak Park. He would like to hear back from Staff on a dedicated bike lane.

Chair Chalabian is fine with tabling the item until further information is available, possibly March.

The Commission decided to table the item until Village Staff can come back with additional information on possible options to install dedicated in conjunction with the existing bumpouts.

AD HOC PARKING SIGNAGE STANDARDS MANUAL COMMITTEE UPDATE

Interim Parking Services Manager Jill Velan gave a presentation updating the Commission on the status of the Ad Hoc Parking Signage Standards Manual Committee and the goal of trying to come up with a design that is more user friendly while continuing to provide the required information.

The Commissioners asked various questions and provided feedback to Interim Parking Services Manager Velan.

There being no further business, a motion to adjourn was made, and seconded. The motion passed unanimously.

The meeting was adjourned at 9:05 PM.

Respectively submitted

Jill Juliano, Transportation Engineer

Public Testimony Summary Sheet - February 25, 2013 Transportation Commission Meeting

Longfellow School Traffic Safety Plan	Support	Oppose	Comments
Patricia Woytek 742 S Cuyler		X	Opposes the upgrade to all-way STOP at Cuyler/Van Buren.
Amy Nadeem 746 S Ridgeland	X		Proposes crosswalk pavement markings on Ridgeland at Van Buren. RIGHT TURN ONLY 7AM-9AM, 3PM-6PM signage on Van Buren at Ridgeland
Rahul Patwari 800 S Ridgeland	X		Is it possible to improve safety at Ridgeland/Van Buren?
C Llewellyn		X	Opposes the upgrade of all-way STOP at Cuyler/Van Buren.
Adrienne Peterson		X	Opposes the upgrade of all-way STOP at Cuyler/Van Buren. Proposes continental crosswalk pavement markings and in-street pedestrian signage instead of all-way STOP at Cuyler/Van Buren
Jackson Boulevard Bike Lane	Support	Oppose	Comment
Ljubomir Perkovic 612 S Grove		X	Jackson Blvd is not a good alternative. Amount of traffic, speeds, geometry of roadway are issues. Lists a road diet on Madison St as better alternative.
George Yanos 701 Wisconsin	X		Consider modifying curves at Harlem and Oak Park Ave
Stevan Ranney 720 S Grove	X		Supports with conditions: parking prohibited, bulbouts removed, curves at Harlem and Oak Park Ave expanded
Jim Katovich 733 Wenonah	X		
Sue McNulty 711 S Maple		X	
Craig Chesney 634 Clinton		X	Removal of bumpouts will decrease safety. Prior to bumpouts, problems with speeding, cars attempting to use "extra" lane to pass turning vehicles. Installation of dedicated bike lanes will not accomplish the same results.

Juliano, Jill

From: Ljubomir Perkovic [lperkovic@cs.depaul.edu]
Sent: Friday, February 15, 2013 3:47 PM
To: Juliano, Jill
Subject: Bike lanes along Jackson Blvd

Ms. Juliano,

I received today a letter referring to a proposal to install bike lanes along Jackson Blvd between Harlem and Oak Park Avenues.

I am an avid biker and my bike trips take me throughout Chicagoland. I certainly am one to support the installation of bike lanes, especially if they are close to my home.

I do not think, however, that the proposal is a good idea. Jackson Blvd is quite narrow and a bike lane would necessarily have to be right next to car traffic. Such bike lanes are not safe for bikers and not recommended for children, families, and the elderly. Jackson is also a major alternative to the Eisenhower expressway. As a result, it has high traffic volume which is especially dangerous during rush hour. Finally, even with the high traffic volume, the current configuration of Jackson Blvd is relatively pedestrian friendly thanks to the curb extensions at crossings. These extensions would have to be removed to accommodate the bike lanes. The result would be a street that is less pedestrian-friendly, unsafe for bikers, and wider---thanks to the bike lanes--- which will encourage higher speed car traffic! I am sorry but I have to say that the proposal does not make sense.

A far better idea would be to apply a "road diet" to Madison Avenue and obtain as a result: 1) slower car traffic on Madison Avenue which is way too fast right now, especially for middle-schoolers going to school, 2) a more pedestrian---and thus shopping---friendly Madison Avenue, and 3) bike lanes that are safely separated from car traffic. Just last year, a traffic study of Madison Avenue was done by Altamanu, Inc. which reached similar conclusions.

I would like to tank you for giving us this opportunity to comment and for helping make our village such as wonderful place to live.

Sincerely,

Ljubomir Perkovic
612 S Grove Ave
Oak Park, IL

Juliano, Jill

From: Mark Murrill [markmurrill@gmail.com]

Sent: Saturday, February 16, 2013 1:32 AM

To: Juliano, Jill

Subject: Bike plan

I am unable to attend the 2/25 meeting about bike lanes. I am curious about the choice of jackson btwn harlem and OP ave - why that stretch, where will anyone go from either end of this? I must be missing the bigger picture - is there a document you can send me that shows the whole plan?

Thanks, Mark

--

Mark Murrill
725 S. Grove Ave
Oak Park, IL 60304
(630) 414-0957

Juliano, Jill

From: George Yanos [george@yanos.com]

Sent: Sunday, February 17, 2013 8:21 PM

To: Juliano, Jill

Subject: Bike Lanes on Jackson Blvd

I live at 701 Wisconsin and got your public hearing letter last week.

I've been riding a bicycle between UIC and home since my wife and I moved to Oak Park, in 1970. I'm 66, still work part time and still ride to work, at least in nice weather.

I have two thoughts. First, I find myself avoiding significant traffic more and more as the years go by. Traffic is quite calm at 5am and that is when I make the trip. I avoid returning by bicycle whenever I can.

Bike lanes on Jackson would probably let me feel more comfortable with traffic.

Second, Chicago has built a protected bike lane along Jackson in the neighbourhood between Western and Ashland. The way it accommodates one way and two way traffic, dog legs in the right of way, parking and parking restriction, and passing a high school and a college is kind of remarkable. But, for all that, it has a lot of glass. I hope you'll be able to design lanes which will keep themselves clear, though I admit I don't know how to do that.

Finally, in case it isn't clear, I support bike lanes along Jackson. I also think they might well be a significantly better use of right of way than the present traffic calming curb bumps, and still achieve the same calming effects.

Juliano, Jill

From: Stevan Ranney [stevan@ranney.ws]
Sent: Monday, February 18, 2013 5:01 PM
To: Juliano, Jill
Subject: Meeting on Feb 25: Bike Lanes on Jackson

My opinion is that bike lanes on Jackson are viable under these conditions:

1. Parking is prohibited on Jackson
2. The sidewalk curbs at the intersections are cropped to be in line with the rest of the street
3. The four curves between OP Ave and Harlem are expanded to accommodate bikers and cars turning at the same time

Thank you for your consideration.

Stevan Ranney
720 S Grove Ave
Oak Park, IL 60304
708 524 0704

Juliano, Jill

From: Jim Katovich [jkatovich@yahoo.com]
Sent: Tuesday, February 19, 2013 8:13 PM
To: Juliano, Jill
Subject: Bike Lanes along Jackson Blvd.

Hi Jill,

I would like to make it to the meeting on Monday, February 25th to discuss the bike lanes but unfortunately Monday night is bowling night for me. I do however want to express my support of the bike lanes. I live right off of Jackson and used to ride my bike on Jackson to head out to the Prairie Path or east to Columbus park. I started to avoid riding on Jackson once the village installed those bump outs that forced cyclists into car traffic. I would like to see bike lanes and remove those dreaded bump outs that make cycling unsafe by forcing the bikers into the car lanes.

Thanks

Jim Katovich
733 Wenonah Ave.
Oak Park, IL

Juliano, Jill

From: George Yanos [george@yanos.com]
Sent: Thursday, February 21, 2013 11:11 AM
To: Juliano, Jill
Subject: Re: Bike Lanes on Jackson Blvd

PS: I had one last thought. The corners where Jackson dog-legs are the important point. Whenever I go through them I always block the lane completely, thinking the risk of an annoyed driver is much less than the risk of being lost beside a car in a spot where there is barely space for the car and certainly not enough space for a car and a bike.

The sidewalk on the inside corner where Jackson crosses Maple was recently replaced. Looking at it now one sees extensive tire tracks. That is frightening enough without contemplating a bicycle being caught at that corner by a passing vehicle.

I hope you'll be able to design a bike land that safely separates bikes and cars at those corners.

On Tue, Feb 19, 2013 at 9:11 AM, Juliano, Jill <JJuliano@oak-park.us> wrote:

Mr. Yanos –

Thank you for your considered thoughts on the matter.

Your email will be included in the agenda package provided to the Transportation Commission for their review and recommendation to the Village Board.

Thanks,

Jill

Jill Juliano

Transportation Engineer

[708.358.5732](tel:708.358.5732)

From: George Yanos [mailto:george@yanos.com]
Sent: Sunday, February 17, 2013 8:21 PM
To: Juliano, Jill
Subject: Bike Lanes on Jackson Blvd

I live at 701 Wisconsin and got your public hearing letter last week.

I've been riding a bicycle between UIC and home since my wife and I moved to Oak Park, in 1970. I'm 66, still work part time and still ride to work, at least in nice weather.

I have two thoughts. First, I find myself avoiding significant traffic more and more as the years go by. Traffic is quite calm at 5am and that is when I make the trip. I avoid returning by bicycle whenever I can.

Bike lanes on Jackson would probably let me feel more comfortable with traffic.

Second, Chicago has built a protected bike lane along Jackson in the neighbourhood between Western and Ashland. The way it accommodates one way and two way traffic, dog legs in the right of way, parking and parking restriction, and passing a high school and a college is kind of remarkable. But, for all that, it has a lot of glass. I hope you'll be able to design lanes which will keep themselves clear, though I admit I don't know how to do that.

Finally, in case it isn't clear, I support bike lanes along Jackson. I also think they might well be a significantly better use of right of way than the present traffic calming curb bumps, and still achieve the same calming effects.

Juliano, Jill

From: Susan [skvasnicka@ameritech.net]
Sent: Thursday, February 21, 2013 10:09 AM
To: Juliano, Jill
Subject: Proposed Bike Lanes / Jackson Blvd.
February 21, 2013

Dear Ms. Juliano,

This note represents my opinion of the subject: Jackson Blvd. Bike Lanes. I will not be able to attend the meeting 2/25/13.

I do not support bike lanes on the streets in Oak Park for the following reasons:

1. Bikers currently enjoy access to all Oak Park streets.
2. Taxpayer money should be put to better use for all taxpayers not just bikers, for instance, better salting and plowing of our streets in Winter, rather than for signage that repeats what # 1 above states.
3. Jackson Blvd. has bump-outs at each intersection (concrete curbs that jut out into the street, I presume to keep cars from passing). Putting bike lanes in might call for removal of these bump-outs and I believe that to be an unnecessary taxpayer expenditure, per items # 1, and #2 above.
4. I don't believe that adding bike lanes will change how careless drivers and careless bikers behave on the roads. I would ask you to consider what the Village does now to enforce it's rules of the road for drivers and bikers and ask how it intends to enforce the bike lanes. The reality for my family is that we walk, bike and drive in the Village with caution and hope for the best.

I realize that the goal of adding bike lanes might be to make more biker-friendly roads or to encourage more people to bike rather than to drive. Adding bike lanes on Jackson Blvd. seems to be an unnecessary use of taxpayer money which will benefit just a small group of people.

Sue McNulty
711 S. Maple Ave.
Oak Park

Juliano, Jill

From: Juliette Dols [juliettedols@gmail.com]
Sent: Monday, February 25, 2013 1:59 PM
To: Juliano, Jill
Subject: Comment re bike lane on Jackson Blvd

Hi Jill,

Thank you for your notice regarding tonight's meeting regarding a bike lane on Jackson Blvd. We are unable to attend so I wanted to send a brief comment via email.

We live on the 700 block of Clinton and would definitely welcome a bike lane along Jackson. Prohibiting parking along Jackson does not affect us personally so we would not be opposed to such a decision. We feel adding bike lanes throughout Oak Park is a much needed change and are pleased to hear lanes will be created near our home.

Thank you,
Juliette and Jason Dols
724 Clinton
708-434-5894

Koperniak, Mike

From: Kyle Eichenberger [eichenbergerkp@yahoo.com]
Sent: Monday, February 25, 2013 4:12 PM
To: Koperniak, Mike
Subject: Jackson Bike Lane

Hi,
I'd like to add my name to the public testimony in favor of a dedicated bike lane on Jackson.

I regularly use Jackson as a cyclist--more than as a motorist, actually--probably 3 to 4 times per week at various times of day.

I have special concerns about "the curves" where I've had several bad encounters with drivers. Especially around the curve just west of Oak Park. If I move to the right side around that bend, cars feel they have enough room to pass--which they don't--so I've started to "take the lane" but then drivers get upset at the slowdown. Clearer markings for where cyclists and motorists should be or what each should do would help prevent dangerous situations.

Even with that problem, it's one of the few crosstown, south Oak Park bike routes with traffic lights and calmer traffic. I prefer it to Harvard, Washington, Randolph, Pleasant, etc..

My preference would be for a bike lane, but at the very LEAST please let's make sure we get signs and markings to remind cars that bikes are present. I'm definitely not the only cyclist on the route...I'd hate to see anyone hurt.

--Kyle Eichenberger
419 Wisconsin

Juliano, Jill

From: Craig Chesney [craigchesney@hotmail.com]
Sent: Monday, February 25, 2013 3:22 PM
To: Juliano, Jill; Robert Tucker; abonakda@gmail.com; Jack Chalabian; llazar@associated.cc; mpatzloff@transitchicago.com; mikeandmolly@juno.com
Cc: Brown, Tina; Budrick, Jim; Koperniak, Mike; Tamas, Delia; Velan, Jill
Subject: RE: February 25, 2013 Transportation Commission agenda is available for downloading

I unfortunately cannot attend tonight's meeting. I have a few thoughts on the bike lane from Harlem to Oak Park. If possible, can this can be read at the meeting?

1. To obtain input before we make a recommendation, I suggested that more then the required residents receive a mailing regarding the proposed bike lane. I am not sure how many people were informed, but I think it was only the first houses or the block of residents that border Jackson. I feel that the removal of bump-outs is a significant change to my neighborhood. I know that my household and neighbors will be effected by this decision even though we are a located a block away. To my knowledge my family and neighbors weren't informed about the possible change. To avoid a contentious meeting at the board level, I think a greater number of residents need to be informed and surveyed, before a recommendation is made.

2. Jackson is used as an alternative to I290. It's basically a 2 lane road with another ~3/4 lane on each side. The parkway has many old growth trees which make it more difficult for pedestrians, and drivers to see each other. The extra space on either side is barely adequate for parking. It is difficult for cars to pass, but without bumpouts, it can be done more easily at intersections. A vehicle can pass another turning car by driving close to the crosswalk on the adjacent street at intersections. This was a dangerous condition, before bumpouts were installed.

Before the bumpouts, additional problems were speeding, and cars attempting to use the "extra" lane to pass. It was unsafe to bike, because drivers would pull near the curb. The bumpouts were installed, to reduce speed, and reduce the width at crossings. This has been effective, in reducing speed, and increase pedestrian safety. Drivers cannot pull "out and around" a vehicle that is stopped to make a turn at an intersection.

I believe removing the bumpouts and using a shared lane or dedicated lanes will not improve the street, but regress to the previous unsafe conditions. However, I feel that a dedicated bike lane that is protected, could be a solution. There are bike lanes that are protected by flex posts in Chicago. This option should be used at a minimum near intersection crossings if not through the entire section. This would still effectively narrow the road at intersections, and protect cyclists. Shared bike lanes are not a realistic alternative.

Craig Chesney
634 Clinton