

Approved Meeting Minutes
Transportation Commission
Monday, October 28, 2013
Council Chambers - Village Hall

Call to Order and Roll Call

Chair Jack Chalabian called the meeting to order at 7:00 PM.

Present: Jack Chalabian, Michael Stewart, Craig Chesney, Will Gillespie, Mark Patzloff
(7:02 PM), Lee Lazar (7:04 PM)

Excused: Andre Bonakdar

Staff: Mike Koperniak, Jill Juliano, Jill Velan

Non-Agenda Item Public Comments

There were no non-agenda public comments.

Approval Of Tonight's Meeting Agenda

Commissioner Stewart motioned and Commissioner Chesney seconded, to approve tonight's meeting agenda as presented. The voice vote was unanimous to approve the motion.

Approval of the Draft June 10, 2013 Meeting Minutes

Commissioner Chesney motioned to approve the September 23, 2013 Transportation Commission meeting minutes and Commissioner Patzloff seconded the motion. The motion passed unanimously on a voice vote.

REVIEW PACE/CTA BUS STOPS IN THE VILLAGE

Introduction of the CTA and Pace representatives were made prior to the start of the presentation. From CTA was Robert Vance, CTA Manager of Traffic Planning. From Pace was Douglas Sullivan, Pace Department Manager of Marketing; Erik Llewellyn, Pace Senior Planner; and Tom Robbins, Pace Community Relations Representative.

Staff Liaison Mike Koperniak gave a presentation on the background of this item, and the goals and objectives to achieve the identified outcomes.

Mr. Koperniak asked Pace representatives if the Village could obtain the latest Pace Guidelines book. Pace representatives they would provide a copy.

Commissioner Patzloff asked based on boarding data, if there are any other locations warranted or is Oak Park at the saturation point? Pace responded they are replacing non-advertising bus shelters with bus shelters with advertisements and they are installing new shelters as well.

Chair Chalabian spoke of the need for a bus shelter at the intersection of Austin and North Boulevards and the need to improve amenities at the bus stops and shelters. He asked Pace if the shelter at Linden and North Avenues meets ADA requirements. Pace stated looking at the photographs in the agenda, probably not. The shelter might have been built before ADA guidelines.

Chair Chalabian asked if the shelters are difficult to repair. Pace said no, not really. CTA stated that they have parts needed to repair their bus shelters. Pace also mentioned if the Village willing to build the pad and provide power, Pace is willing to install the bus shelter. Chair Chalabian also mentioned the challenges of installing bus shelters due to limited right-of-way.

Mr. Koperniak provided information on existing and new bus shelters. There are presently five bus shelters with no advertising. Two are owned by Pace and the remaining three are owned by CTA.

Chair Chalabian asked if Pace is willing to replace the bus shelter at Oak Park Avenue and South Boulevard. Power could be provided to the shelter from the nearby light pole.

Mr. Koperniak provided history on why the Village does not install bus shelters on sidewalks – they block walkways for pedestrians; thus the reason for the 3 foot shelters.

Commissioner Chesney asked about ridership levels on Pace Routes 311 and 315. Pace offered to develop a map detailing boarding and departure levels at the various stops.

Commissioner Stewart asked if the paper box located in the shelter in bottom picture in Exhibit 5.5 Page 8 of 8 is against the rules. It was asked if the paper box is privately owned or owned by the CTA.

Presently Pace has flag stops, however they are hoping to move to bus stop sign locations. Chair Chalabian supports posted stop locations as opposed to flag stops. It helps with maintenance and makes the presence of the bus routes/stops visible to the public.

Chair Chalabian asked of all the Pace bus stops how many do not meet ADA standards. The Village would like to upgrade these locations to comply with the ADA guidelines. He identified 2 locations that should be upgraded: northbound Oak Park Avenue & South Boulevard and southbound Austin Boulevard & Madison Street.

Pace commented the ADA law says a bus stop without shelter is not required to follow ADA guidelines. Once a pad or shelter is installed it activates ADA guidelines.

Chair Chalabian mentioned that there are additional opportunities for more bus stops in the Village. He asked both Pace and CTA to provide Village staff with the locations that do not have amenities. Further refining his request, Chair Chalabian asked Pace and CTA identify the top 10 bus stop locations that have no amenities, address those locations, and then look at the next 10 locations.

Commissioner Lazar stated if Pace or CTA sees additional opportunities they should contact the Village of Oak Park. Commissioner Patzloff mentioned CTA should look at CTA bus stops on North Avenue because of high ridership. While Commissioner Chesney remarked the agencies should concentrate on high ridership routes not just to replace old shelters. Commissioner Stewart said old CTA shelters should be replaced.

The question was raised if the CTA has installed shelters outside the city of Chicago. CTA response was their contract restricts installing shelters to only in the City. CTA said they will take a look based upon the available data.

Pace described its process for reviewing bus stop locations. They also mentioned some locations that passengers have difficulty boarding and exiting buses. Obstructions (planters, mailboxes, etc.) and vehicles parking up to the corner make it so buses can't pull over to the sidewalk to drop off passengers. Pace recommended the safety team go out to look and measure shelters.

Commissioner Stewart stated he would like to see the data. Pace asked when needed and what format. CTA stated their data would be based on what is presently generated and it does not include every stop.

Chair Chalabian asked if Pace and CTA could provide data to the Commission by the January 2014 Transportation Commission meeting. Both agencies agreed to do so.

PETITION TO INSTALL ALL-WAY STOP SIGNS AT THE CARPENTER AVENUE AND VAN BUREN STREET INTERSECTION

Transportation Engineer Jill Juliano gave a presentation on the petitioned item including a summary of the traffic study data and collision diagram.

Commissioner Stewart remarked that it looks like a strange intersection.

Commissioner Chesney asked what are the parking restrictions on the blocks adjacent to the intersection. The residents in attendance replied No Parking 8AM-10AM south of the intersection and no restrictions north of the intersection.

Chair Chalabian asked 1) if the all-way STOP signs would eliminate parked car crashes and 2) disregarding the collision diagram, would the Village be recommending the installation of all-way STOP signs?

Ms. Juliano responded the installation all-way STOP signs would not affect parked car crashes. She also stated the Village is recommending upgrading the intersection to all-way STOP signs solely on the basis of the crash history.

Commissioner Stewart asked if this was a narrow street. The reply was yes, this street is narrower than the typical residential street in the Village.

The floor was opened to public testimony.

Allison Fluecke of 844 Carpenter Avenue spoke of the many children (20 kids) that live on the street, the narrowness of the street as well as the number of vehicles that park on the block. She also mentioned there have been many near misses and vehicles blow through the STOP signs. She supports the upgrade to all-way STOP signs.

Michelle Steinman of 860 Carpenter Avenue has the same concerns as Allison. She also mentioned Carpenter is a narrow street and many young children live on the block. She is also in support of the petition to upgrade to all-way STOP signs.

Patty Styck of 813 Carpenter Avenue supports the petition as well. She stated that southbound cars fly down the street to Harrison. Drivers use Carpenter as an express lane for Oak Park Avenue. Ms. Styck believes the Village did not collect enough traffic data and that it should collect more data.

Sigmund Burdin of 833 Carpenter Avenue lives on the northwest corner of the intersection. He supports the petition and mentioned the near misses as well as the narrow street and many parked vehicles make it difficult for drivers to see approaching traffic or pedestrians. Mr. Burdin also provided a hard copy of his public testimony. Please see his letter that is attached to these minutes.

Cary Vandenberg faxed in public testimony that was read by Ms. Juliano to the Transportation Commission. A copy of the testimony is attached to these minutes.

The floor was closed to public testimony.

Commissioner Lazar stated that one benefit of having STOP signs is the clearance at the corner.

Commissioner Patzloff remarked he is not overwhelmed by the vehicular speeds but that the crash data is compelling.

Commissioner Gillespie noted the increase in traffic and asked if it would move elsewhere with the installation of the STOP signs.

Staff responded that some traffic would be expected to migrate to other streets. But it will not be as much as in the typical situation because of the unusual configuration of the adjacent streets.

Commissioner Stewart stated he can see backed up traffic using Carpenter as a bypass. However he can see this is a narrow street with parked cars can cause safety issues.

Chair Chalabian believes all-way STOP signs will clear traffic from the intersection thereby providing improved sightlines. The Village should monitor traffic on Kenilworth to see if traffic from Carpenter moves over to Kenilworth. He also noted the recommendation is based not on speeding but crash history.

Commissioner Chesney made a motion to recommend to install all-way STOP signs at the intersection of Carpenter Avenue and Van Buren Street. Commissioner Lazar seconded the motion.

AYES: Chalabian, Chesney, Gillespie, Lazar, Patzloff, Stewart.

NAYS: none

The motion passed 6 to 0.

There being no further business, Commissioner Patzloff motioned and Commissioner Stewart seconded to adjourn the meeting.

The motion passed unanimously by a voice vote.

The meeting was adjourned at 8:35 PM.

Respectively submitted

Jill Juliano, Transportation Engineer