

APPROVED Meeting Minutes
Transportation Commission
Tuesday, January 12, 2021 - 7:00 PM
Remote Participation Meeting

Engineer Juliano read the following statement into the record:

"The Village President has determined that an in-person meeting is not practical or prudent due to the COVID-19 outbreak during the Governor's disaster proclamation. It is not feasible to have a person present at the regular meeting location due to public safety concerns related to the COVID-19 outbreak during the Governor's disaster proclamation."

1. Call to Order

Transportation Commission Chair Ron Burke called the remote participation meeting to order at 7:01 PM

Roll Call

Present: Camille Fink, Garth Katner, Meghann Moses, James Thompson, Chair Ron Burke

Absent: Aaron Stigger

Staff: Traffic/Transportation Engineer Jill Juliano, Development Customer Services Director Tammie Grossman, Parking Restrictions Coordinator (PRC) Cinthya Calderon, Staff Liaison Michael Koperniak

2. Non-Agenda Public Comment

None

3. Agenda Approval

Commissioner Thompson made a motion to approve tonight's agenda.

Commissioner Katner seconded the motion.

The following was briefly discussed before the vote was taken:

- Several Commissioners would like to see the work plan items on the agenda.
- The contents of the Other Enclosures found in tonight's meeting agenda packet.

Commissioner Moses made a motion to amend the motion by adding an item to tonight's agenda to discuss the Other Enclosures.

Commissioner Thompson seconded the motion.

The roll call vote was as follows:

Ayes - Thompson, Katner, Fink, Moses, Burke

Nays - None

The motion passed unanimously 5 to 0.

4. Approval of the draft October 28, 2020 Transportation Commission meeting minutes

Commissioner Thompson made a motion to approve the draft October 28, 2020 Transportation Commission meeting minutes as presented.

Commissioner Fink seconded the motion.

The roll call vote was as follows:

Ayes -Thompson, Fink, Katner, Moses, Burke

Nays - None

The motion passed unanimously 5 to 0.

5. PETITION TO INSTALL A TRAFFIC CALMING DEVICE ON THE 800 BLOCKS OF NORTH CUYLER AND NORTH HARVEY AVENUES

Jill Juliano gave a presentation covering: the petitions, the scoring tables, the aerial map of the area in question, speed data, vehicle volume data, AM & PM peak period turning movement counts, 36-month collision diagrams, and the Traffic Calming Toolbox Matrix table.

Jill commented that the two petitions were combined because:

- The two petitioning blocks are adjacent to each other.
- Both petitions expressed similar traffic problems.
- Both petitions indicated that their streets were being used as a bypass to the Ridgeland Avenue and Division Street signalized intersection.

Staff and the Commission briefly discussed the following during Jill's presentation:

- The typical average daily traffic (ADT) volume on local Village of Oak Park streets ranges between 800 and 1,200 vehicles.
- All of the traffic counts were taken in early 2020 before the State of Illinois issued its Shelter in Place Order.
- A two-day September 2003 vehicle volume on Cuyler Avenue showed similar ADT volumes as those taken for this agenda item.
- How peak traffic volumes vary based on the time of the year and the location of the traffic counts in the Village.
- These traffic volumes are relatively low compared to the Village wide local street ADT volumes.
- Vehicle speeds appear to be slightly above the posted 25 mile per hour speed limit.
- The Staff's recommendation to install portable speed radar signs and/or the Police speed wagon.
- The petition comment that the speed wagon was already tried but that the vehicle speeds went backup once the speed wagon was removed.
- The duration of the lingering positive effects of speed radar signs and speed wagons after they've been removed.

The floor was now opened to public comment.

Mike Trumbell of the 800 block of N. Cuyler Avenue commented that the February 19th & 20th traffic surveys were on days when it had freezing rain and that could have affected the vehicle speeds, the March 10th turning counts were taken four days after the pandemic announcement and his child's school was closed, all of his data is anecdotal, has three young children that play outside, he is concerned about speeding vehicles, he used a baseball pitcher's speed radar gun to conduct his own speed survey and noted the speeding vehicles up to 50 miles per hour, inquired about the top speed vehicles in the Village speed surveys, and on the various traffic calming measures available.

In response to Chair Burke's comment about the shelter-in-place being in effect during the collection of some of the traffic data, Jill Juliano replied that all of the data was collected before the schools closed due to the pandemic.

Olivia Schreiner of the of the 800 block of N. Harvey Avenue commented that she supports Mike Trumbell's comments, that her data is also anecdotal, sees the speeding vehicles herself, supports either a cul-de-sac or a one-way diverter, temporary speed radar devises don't work, on the Hayes Avenue one-way diverter, both Cuyler and Harvey dead end at Thomas Street and how it affects vehicle volumes but not speed, and would appreciate any kind of remediation.

The floor was closed to public testimony.

The Commission discussed the following:

- The Staff's recommendations for speed radar signs and/or a speed wagon.
- The Village's traffic calming budget, how much is in it and how is it utilized.
- The cost of various traffic calming devices.
- Their understanding of the petitioner's comments regarding safety on and adjacent to the streets.
- The time of the year and weather conditions the traffic data was collected under.
- Written public testimony to make northbound Cuyler Avenue a right turn only exit onto eastbound Division Street.
- The Village looks for traffic calming solutions that address the problem but are not so draconian that they stop traffic from driving on the street.
- The option of using a turn restriction from the traffic calming toolbox.
- The higher volume local and arterial streets are mostly located in the central and south parts of the Village.
- The vehicle turning counts from Cuyler and Harvey Avenues onto Division Street and how right turn only restrictions would not have much impact.
- The difficulty of making left turns from Cuyler and Harvey Avenues onto Division Street.
- How often speed radar signs / wagons are deployed and for how long at one location.
- The long-term effectiveness of speed radar signs / wagons.
- Possible alternatives to speed radar signs / wagons.
- Targeted speed enforcement in addition to the speed trailer.
- Possibly collect additional speed and volume data after the pandemic is over and when it could be done.
- How the Police targeted enforcement process works.

Commissioner Thompson made a three-part motion to:

- Support the Staff recommendation to implement portable speed radar signs or speed wagons on an intermittent basis on the 800 blocks of both N. Harvey Avenue and N. Cuyler Avenue.

- Staff requests the Police to use targeted speed enforcement.
- Staff revisits the traffic data on these two blocks at some point in the future.

Commissioner Fink seconded the motion.

The roll call vote was as follows:

Ayes: Thompson, Fink, Katner, Moses, Burke

Nays: None

The motion passed unanimously 5 to 0.

The Transportation Commission took a two-minute break and then reconvened.

6. PETITION TO REMOVE DAYTIME PARKING RESTRICTIONS ON THE 600 CLARENCE AVENUE BLOCK

Cinthya Calderon gave a presentation covering the reason the petition was submitted, the historical background of why the existing No Parking 8 AM – 10AM Monday – Friday restriction was installed in 1998, the fact that Fenwick High School completed construction of its multi-story onsite student / staff parking garage in 2020, and the fact that Fenwick High School has not purchased any daytime on-street parking permits for the current school year.

The Commission and Staff had a brief discussion regarding if the new parking garage would generate similar petitions from adjacent streets since the high school's students and staff would be moving off of the streets and into the parking garage and if Staff was looking at proactively recommending parking restriction changes on adjacent streets due to the new parking garage.

The floor was opened to public testimony.

Kevin Shalla of the 600 Clarence Avenue block mentioned: the Fenwick parking garage, the fact that the residents of the block don't like not being able to park on their block between 8 AM and 10 AM, that he doesn't see a parking problem if the existing restriction is removed.

The Commission, Staff, and Mr. Shalla briefly discussed the possibility of spill-over parking onto the streets in spite of the availability of the parking garage.

The floor was closed to public testimony.

There was no further Commission discussion on this item.

Commissioner Katner made a motion to accept the staff recommendation to remove the No Parking 8 AM – 10 AM Monday – Friday parking restriction from the 600 Clarence Avenue block.

Commissioner Fink seconded the motion.

The roll call vote was as follows:

Ayes: Katner, Fink, Moses, Thompson, Burke

Nays: None

The motion passed unanimously 5 to 0.

The Commission began discussing the agenda's Other Enclosures with Staff. The discussion covered:

- The Slow Streets Pilot Program report.
- The Staff's ability to further summarize or analyze the report.
- The possibility of the Commission members or Bike Walk Oak Park to further analyze the report.
- The next steps the Commission might take to address the Slow Streets.
- The general 61 percent public support for the pilot program.
- Should the Commission recommend to implement the Slow Street program again if the Covid pandemic restrictions remain in place this year.
- That the Village Engineer needs to weigh in on this in order to explain his long-term work plans for the year.
- The difficulties of scheduling meetings due to current pandemic restrictions with many commissions / committees competing for limited meeting dates.
- A master commission / committee meeting schedule is currently being developed.
- If any further counts or surveys would be taken in the future.
- Putting this and/or another work plan item onto the next agenda if possible.
- The desire to see the work plan items on upcoming agendas.
- The possibility of developing a Transportation Commission meeting calendar about what will be discussed at future meetings.
- Possibly adding a review of the Slow Street Pilot Program report to the next agenda.
- Possibly adding the Neighborhood Greenways bicycle plan to the next agenda.

- Possibly adding prioritizing the funding for the traffic calming toolbox to the next agenda.
- Possibly add the Transportation Goals discussion to a future agenda
- Some goals to be considered include crash reduction, increasing bicycle / walking / transit usage, and transportation equity.

7. ADJOURN

There being no further business, Commissioner Moses made a motion to adjourn the meeting.

The motion was seconded by Commissioner Thompson.

The roll call vote was as follows:

Ayes: Moses, Thompson, Fink, Katner, Burke

Nays: None

The motion passed unanimously 5 to 0.

The meeting was adjourned at 8:51 PM.

Submitted by:

Michael Koperniak

Staff Liaison to the Transportation Commission