

APPROVED Meeting Minutes
Transportation Commission
Tuesday, April 12, 2022 – 7:00 PM
Remote Participation Meeting

1. Call to Order

Staff Liaison Jill Juliano called the remote participation meeting to order at 7:04 PM.

Staff Liaison 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 Governor J.B. Pritzker's current disaster proclamation. It is also not feasible to have persons present at the regular meeting location due to public safety concerns related to the COVID-19 outbreak."

Roll Call

Present: Garth Katner, Meghann Moses (7:06 PM), Brian Straw, James Thompson, Ron Burke

Absent: Camille Fink

Staff: Parking & Mobility Services Manager Sean Keane, Parking Restrictions Coordinator (PRC) Cinthya Redkva, Sustainability Coordinator Marcella Bondie Keenan, Sustainability Fellow Erica Helms, Staff Liaison Jill Juliano

2. Agenda Approval

Commissioner Straw made a motion to approve the agenda. It was seconded by Commissioner Thompson.

The roll call vote was as follows:

Ayes: Straw, Thompson, Katner, Moses, Burke

Nays: None

The motion passed unanimously 5 to 0.

3. Approval of the Draft March 8, 2022 Transportation Commission Meeting Minutes

Chair Burke requested clarification about the timeline for revisiting the Neighborhood Greenways Plan and if an update was available at this time. Commissioner Straw shared his recollection of the information that was shared at the previous meeting and staff agreed to provide a future update.

Commissioner Moses expressed her concern that the Commission is just updating plan after plan and never implementing and while she prefers protected bike lanes and is willing to revise the Greenways Plan, she wants to make sure that that plan gets implemented.

Commissioner Katner made a motion to approve the draft March 8, 2022 Transportation Commission meeting minutes. It was seconded by Commissioner Straw.

The roll call vote was as follows:

Ayes: Katner, Straw, Moses, Thompson, Burke

Nays: None

The motion passed unanimously 5 to 0.

4. Non-Agenda Public Comment

Staff Liaison Juliano read the written public testimony from Kim O'Donnell. The statement, in its entirety, is attached to these minutes. Kim O'Donnell was also present for the meeting and reiterated that she hopes that the process can be sped up and that the Village maintains an open line of communication.

Chair Burke asked if staff had reached out to residents whose petitions were delayed due to the pandemic and the backlog. Staff stated that they respond as they receive inquiries. Chair Burke requested that staff send out an email update to those whose petitions are backlogged and staff agreed.

Tiffany Caston, a resident of the 900 block of N Humphrey Ave, spoke about how she can appreciate the issues faced by staff, but that she feels that the suggestion of just sending an email is dismissive and disrespectful as this is a real safety concern for the children on their block. They have been waiting for years for a solution while this continues to be a concern for them.

Chair Burke apologized for coming across as dismissive as that wasn't his intent. He also explained how the Commission continues to work with staff to identify and prioritize the petitions with the most significant safety concerns.

Tiffany Caston asked where the petitions for N Humphrey Ave fell in the queue. Staff responded that they were 10th and 11th on the list and that when concern is expressed, staff reaches out to the Police Department in the interim to help mitigate the concerns with enhanced enforcement.

Jillian Williams, another resident from the 900 block of N Humphrey Ave, reiterated her neighbors' message that there are a lot of children on the block who like to play outside and the concerns they have regarding the amount of speeding cars that cut through their block.

She also mentioned that the block had originally discussed a cul-de-sac as a way to deter traffic.

Chair Burke asked if a specific traffic calming measure was named in the petition or if it was more open-ended. Staff responded that they didn't have the petitions in front of them at that moment, but that traffic diverters and cul-de-sacs are no longer options in the Traffic Calming Toolbox.

Commissioner Moses shared that generally there is very little that the Commission is able to do when the petitions come in front of them and that in her opinion, there is not very much in the Toolbox and she is incredibly frustrated.

Unidentified man expressed his frustration about waiting for two years with no movement at all and that he and his family are being put in jeopardy due to inaction by the Commission and the Village.

Chair Burke thanked the residents of the 900 block of N Humphrey Ave for their comments and reiterated that the Commission will continue to work with staff and the Village Board to get through the backlog of petitions.

5. New Business

5a) CONVERSATION ON CLIMATE AS IT RELATES TO TRANSPORTATION AND PROVIDE FEEDBACK FOR THE OAK PARK CLIMATE PLAN

Sustainability Coordinator Marcella Bondie Keenan led a discussion about this item, with staff hoping to get a sense from the Commissioners of what sort of priorities they should be focusing on in transportation when developing the Oak Park Climate Plan.

The Commissioners discussed the following items:

Strengths:

- Having access to the Metra and CTA (Green and Blue lines) is a huge way to have an impact on the climate if we're able to use those resources to push more people to commute via public transit instead of cars
- The Village adopted its Complete Streets policy a few years ago which has facilitated the addition of bike lanes to Madison St and Lake St
- Tight gridded streets making most destinations close and accessible
- Have the bones of a transportation network that are amenable to building out a system that works really well for biking, walking, transit, carpooling and less so for cars (due to density and parking difficulties)
- Urban density

Challenges:

- Deteriorating conditions on the CTA (specifically the Blue line) that detract from the customer experience (smoking, panhandling, and homelessness)
- Car dependency (jobs and retail that are hard to get to) leading to an increase in number of cars and driving
- Biking in Oak Park feels unsafe for some people due to the number of cars that are moving quickly
- Oak Park prioritizes cars, including allowing for cars to use side streets to cut through the Village to avoid traffic
- Lots of non-controlled intersections, which are hazardous for pedestrians, and some are on school routes
- Pedestrians and bicyclists have to be on high-alert due to drivers who don't respect signage and/or are distracted

Affordability:

- Feedback from residents that fees for parking permits and vehicles stickers are too expensive
- Car ownership is expensive, and the cycle of car dependency keeps reinforcing the problems
- Bike theft is a fear of many and reduces the number of bicyclists

Solutions:

- Bike sharing program
- Utilizing new mobility solutions from companies that specialize in ride share, carpool, and van pool because not everyone is going to bike, walk, or take transit
- Revisiting the Traffic Calming Toolbox and adding tools that can slow down traffic and increase biking and walking safety
- Improving bus reliability (PACE and CTA)
- Dedicated bike lanes
- Improving the design of the Slow Streets Pilot to limit through traffic
- Top Three Solutions are: 1) policy from the Village with a goal of reducing vehicle miles traveled (VMT) by making it easier, safer, and better to get around without driving as much, 2) creating a strong bike transportation infrastructure by updating the Neighborhood Greenways Plan to include the most protective treatments possible throughout the Village, and 3) for staff to utilize data to proactively address where the greatest safety needs are instead of relying on petitions

5b) REVIEW OF RECOMMENDED REVISIONS TO THE EXISTING OVERNIGHT ON-STREET PERMIT ZONES

PRC Redkva provided background information on the item, including the recommendation by the Commissioners at the previous meeting to expand overnight permit parking from

the current signed blocks to all streets within select existing eligibility hatched areas where permit holders experience particular hardship due to shared use regulations and lack of availability. Staff were asked to bring back suggestions of zones where this would be applied, and they brought seven. Staff also modified the hatched areas based on where current permit holders live to reduce how many blocks would need to have signage added. If the Commissioners agree with staff's recommendations, letters will be sent to residents in the affected areas so that they have the opportunity to voice any feedback. Parking Mobility Services Manager Keane also mentioned that staff had previously said that temporary passes would be valid on the same blocks as permit holders, but as they looked into it more, they realized that it wouldn't work from an enforcement perspective and could lead to crowding issues. What staff is now proposing is that the permitted areas are solely for permit holders, and pass holders would have to park outside of those areas. That means that given the expanded permitted areas, there's a chance that people may not be able to obtain a pass and park right in front of their house as they do now.

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

Q: Under this scenario, where would those temporary pass holders be able to park? A: The pass holders would need to go to another street that isn't designated for permit holders.

Q: I thought we were vastly expanding the area where overnight permit holders could park? A: The idea was that we would look at only those zones that we felt needed to be modified, so in this case we are shrinking the boundaries of the zone but adding overnight permit parking to every street in the newly drawn zone.

Q: Can you show us what the entirety of overnight permit parking eligibility would be because right now we're just looking at one particular section of town. A: We don't have a map that shows them all together, but we've identified these seven zones that need revision and the idea was that we'd bring these to the Commission tonight and that at the following meeting in May, after notifying all of the affected residents, the Commission would give their formal recommendation to the Village Board. Next month we could bring back a more comprehensive look at it, but for now it's just each individual zone.

Q: I had understood that what we were talking about was that within these selected zones anyone with an overnight parking permit could park anywhere within the zone and this is very different. Did I misunderstand what we talked about last time? A: In theory, we are adding it to every street in the zone, but we're also modifying the boundaries of the zone.

Q: What happens in those portions of the old zone that are no longer in the new zone? A: They would remain as is and we would not be adding any signage. People would need to request a pass to park there but permit holders would not be able to park there.

Q: Were people who lived there previously able to get an overnight permit and now no longer would be allowed to request an overnight permit? A: No, they could still get an overnight permit, but we didn't see the need to add signage on all the streets because there weren't permit holders in those areas. The eligibility zones have always been a guiding principle and we often do override that if someone requests it and they don't fall within the zone and that practice would continue.

Q: The areas from the original zones that were left out of the seven proposed new zones were omitted because there is so little demand for overnight parking in those areas, correct? A: Yes.

Q: Can you explain again why the people with passes parking in the same areas as those with permits is an enforcement problem? A: Enforcement wouldn't be able to enforce those street frontages until the overnight ban, which is 2:30 AM. Right now, the overnight permits start at 10 PM, but if you combine the two permissions, enforcement wouldn't start until 2:30 AM. It would essentially be open parking until 2:30 AM. Also, since we're not selling more permits, if we combine them both together it could overcrowd the zones. If enforcement can't be done in those areas until 2:30 AM, there might not be anywhere for permit holders to park.

Q: This could be very confusing for residents. How would you make the signage clear? A: The signage would remain as is. Currently the signage indicates permit parking only from 10 PM to 8 AM (or whatever it may be depending on the zone) and then for overnight passes, which are all issued through the Passport app, they are given instructions to park in non-metered areas and non-permitted areas. Nothing would change in that sense, but you're right that it would have an impact on those street frontages where currently you could park with an overnight pass. That's why we want to bring this back at the next meeting with the ability for residents to give their opinion and their feedback.

Q: You provided Z2 as an example at the last meeting as a zone that could benefit from this expansion so that folks with overnight permits don't have to unnecessarily move their car multiple times a day, but the new Z2 barely increases where folks on Austin Blvd can park. Could you explain that decision? A: We factored in the number of active permits as well as the overall capacity of the zone. Out of 157 permits that we sell for that zone, we only have 28 active as of today. There wasn't necessarily a need to increase it to that level and if you look at where the permit holders are living, they are primarily off of those east/west streets off of Austin Blvd. Providing more overflow parking on Humphrey Ave didn't seem intuitive to us and that was our thought process.

Q: We could always revisit the boundaries if more permits were being allocated to that area, right? A: Yes.

Chair Burke requested that staff bring back a map that shows the entire Village and what the overnight parking will look like because without seeing it all together, it's hard to

evaluate how much of a hardship this will be for the temporary pass holders. He also requested data on how many temporary passes are given out in a year, broken down by zone if possible, to help determine how many people would really be impacted by this change. Staff responded that they could provide a map that shows the zones together to give a better picture of the impact that it would have on pass holders. The overnight passes are not geocoded, so we can tell you how many were issued each month, but we aren't able to break that number down by zones.

Commissioner Straw requested that staff also bring back data on the number of permits available, the number of permits that have been sold, and how many spots would be available in the newly drawn zones to see if demand is being met. Staff agreed.

5c) RECOMMENDATION TO REMOVE DAYTIME RESTRICTIONS AND ADD PAY-BY-PLATE PARKING ON THE NORTH AND SOUTH SIDES OF MADISON STREET, BETWEEN OAK PARK AVENUE AND EAST AVENUE

Parking and Mobility Services Manager Keane presented this item and mentioned that while it does not fall under the purview of the Transportation Commission, staff wanted to make the Commission aware of it since it will be going to the Village Board at the May 9, 2022 meeting as part of a larger discussion about parking fees.

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

Q: Would there be a time limit when you pay-by-plate? A: The recommendation would not include a time limit. It would be enforced until 8 PM and we're also recommending the use of a dynamic fee structure where the first three hours are \$1 per hour and then each additional hour after three hours is \$3 per hour.

Q: Is there not a concern that folks will park there for hours at a time, blocking access to retail and multi-family housing? A: With the dynamic fee structure, the goal is to deter long-term parking, but there is no plan to limit the time.

Q: Will it be obvious to people parking that the hourly fee goes up after three hours? A: It's displayed on all of the pay stations, but the signage just indicates that it's pay-by-plate parking.

6. Old Business

6a) RECOMMEND TO THE VILLAGE BOARD REVISED PRINCIPLES AND GOALS FOR THE VILLAGE'S TRANSPORTATION SYSTEM NETWORK- WORK PLAN ITEM

Staff Liaison Juliano provided background information on this item, including the different iterations of the document. Based on comments and suggestions made at the February 8, 2022 meeting, staff compiled a draft for final review. If the Commissioners are all in

agreement, the document can be submitted to the Village Board for review and possible action.

The Commissioners went through the document item by item and discussed the following topics:

- If the phrase “minimize roadway congestion” belongs in the Sustainability, Affordability, and Transportation Options section. The phrase was ultimately removed, and the goal was reworded to include “and a reduction in Village-wide personal automobile miles travelled” at the end.
- The pros and cons of roadway congestion
- Remembering to take into consideration that the opinions of the Commissioners might not accurately reflect those of the entire community
- Replacing “limit” with “manage” in the first goal in the Transportation Operations and Infrastructure section
- Rewording the goal in the Community Engagement section to “...participation by underrepresented groups, including those living in multi-family housing”

Commissioner Straw made a motion to approve the draft Revised Principles and Goals for the Village’s Transportation System Network as amended in tonight’s April 12, 2022 Transportation Commission meeting. It was seconded by Commissioner Katner.

The roll call vote was as follows:

Ayes: Straw, Katner, Moses, Thompson, Burke

Nays: None

The motion passed unanimously 5 to 0.

7. Other Enclosures

7a) MODIFIED 2022 TRANSPORTATION COMMISSION WORK PLAN AS DIRECTED BY VILLAGE BOARD ON APRIL 4, 2022

Staff Liaison Juliano notified the Commissioners that the Village board amended their work plan to include reviewing the traffic calming petition for the 500 and 600 blocks of N Taylor Ave and to review that petition ahead of other petitions due to concerns regarding crime in the area. The petition was submitted in March and signatures have already been verified. Staff is hoping to have a consultant start data collection soon and crash history information will also be obtained from the Police Department.

Chair Burke asked if staff could make changes on their own without bringing it to the Commission first and if that was contemplated. Staff responded no, and that at the April 4, 2022 Village Board meeting there was discussion as to whether or not the Police could

use their special powers, but it was determined that it should come through the Commission.

Chair Burke commented that with all of the work done to streamline the traffic calming toolbox, no recommendations were made to add any tools to the toolbox and that this might be an opportunity to do that.

7b) VILLAGE BOARD ACTION ON TRANSPORTATION COMMISSION RECOMMENDATIONS THRU 3/21/2022

Staff Liaison Juliano notified the Commissioners of the most recent actions made by the Village Board on recommendations from the Transportation Commission.

Parking and Mobility Services Manager Keane shared with the Commissioners that this would be PRC Redkva's last meeting with the Commission as she is leaving her position with the Village. The Commissioners thanked PRC Redkva for her work with the Commission and wished her well.

8. Adjourn

With no further business, Commissioner Straw made a motion to adjourn the meeting. It was seconded by Commissioner Moses.

The roll call vote was as follows:

Ayes: Straw, Moses, Katner, Thompson, Burke

Nays: None

The motion passed unanimously 5 to 0.

The meeting adjourned at 9:31 PM.

Submitted by:

Anna Muench

Administrative Assistant- Engineering

Juliano, Jill

From: Kimberly O'Donnell [REDACTED]
Sent: Tuesday, April 12, 2022 10:34 AM
To: Transportation
Cc: [REDACTED]
Subject: Traffic Calming Petition

WARNING- EXTERNAL EMAIL: If unknown sender, do not click links/attachments. Never give out your user ID or password.

Hello,

I'm trying to get ahold of someone in the transportation commission regarding a traffic calming petition that I submitted in August of 2020. We have been waiting for almost 2 years for some action on this and we have heard nothing.

Can someone please respond to my emails and let me know where my petition stands for the 900 N Humphrey block? I've called and emailed Jill Juliano several times and haven't been able to get a hold of her. I've called the village office and asked to speak to someone but haven't gotten through.

We are really worried about our block as we approach another summer. Summer always brings even more wreck less driving, and we have a block full of children that would like to be able to safely play in their front yards. We have cars that speed over the lawn at the corner of Humphrey and Division off to turn right and blast through all the way down to North Ave without stopping once. Cars even race down our street. The block of 1000 N Humphrey also had a petition signed on this. Every day I watch cars blast through the stop signs around our block during the hours that children are walking to school. IT IS NOT SAFE! WE NEED ACTION. Please help and at the very least, please communicate with us.

****If possible, please have this read at the meeting tonight at 4/12. Thank you.****

Sincerely,

Kim O'Donnell