

APPROVED Meeting Minutes
Transportation Commission - Special Meeting
Wednesday, February 8, 2023 – 7:00 PM
Council Chambers - Village Hall

1. Call to Order

Chair Burke called the meeting to order at 7:07 PM.

Roll Call

Present: Julie Johnston-Ahlen, Brian Straw, Ron Burke, Jenna Holzberg (7:20 PM)

Absent: Camille Fink

Staff: Village Engineer Bill McKenna, Staff Liaison Jill Juliano

Staff Liaison Jill Juliano noted that with three Commissioners, there is a quorum.

2. Agenda Approval

Commissioner Straw made a motion to approve the agenda. It was seconded by Commissioner Johnston-Ahlen. The motion was approved by a unanimous voice vote.

3. Approval of the Draft December 13, 2022 Transportation Commission Meeting Minutes

Commissioner Straw made a motion to approve the draft December 13, 2022 Transportation Commission meeting minutes. It was seconded by Commissioner Johnston-Ahlen. The motion was approved by a unanimous voice vote.

4. Non-Agenda Public Comment

Staff Liaison Juliano noted that non-agenda public comments were included in the agenda packet for the Commissioners, but there was no additional non-agenda public comment.

Chair Burke asked for confirmation that there is no hybrid option for folks to comment online in real-time. If they would like to address the Commission in real-time, they need to be present in-person at the meeting. Staff confirmed that that is correct.

5. New Business

Village Engineer Bill McKenna provided an update to the Commissioners regarding the intersection of Chicago Ave and N Scoville Ave / Fair Oaks Ave. Since the last meeting, staff has reviewed all public comments and reached out to the residents on the corner whose house was hit by the vehicle. Staff looked at different options for improving that intersection

to address those concerns and also took the recommendations from the Bike Boulevard Plan at that intersection to make some safety improvements. They are looking to move forward with these improvements as part of the 2023 Local Streets Resurfacing Project and work is anticipated to occur this summer. Bump outs will be added to all four corners of the intersection to help improve pedestrian safety by giving better line of sight for the pedestrians from vehicles and shortening the crossing distance. It will also help to address the issues of cars passing other cars that are either stopped for a pedestrian in the crosswalk or waiting to turn. There would also be bike and pedestrian activated flashing beacons on both sides of the intersection and some advanced warning signage.

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

Q: How wide are the bike lanes? A: Five feet wide, which is the typical width we use.

Q: Are cars still going to try to slip through there? A: It's going to be shared so you'll have the white dashes along the green space and technically a car can drive on that green area.

Q: I'm talking about on Chicago Ave. A: Chicago Ave is built to the design minimums for everything out there. The parking lanes are generally seven feet of asphalt, the bike lanes are five feet, and the traffic lanes are ten feet.

Q: With the ten foot traffic lane and the five foot bike lane, does that still leave room for cars to go around a stopped or turning car, using the bike lane to do so? A: There might physically be space depending on the placement and size of the cars, but it would be very tight.

Q: Where the curb bump outs start, is there going to be any reflective signage or bollards? A: We do use vertical delineator posts that are flexible and reflective so that drivers and drivers of maintenance equipment (such as snow plows) can see the curb. Sometimes those do disappear over time, but Public Works does try to maintain them.

Q: The crossing distance for crosswalk across Chicago Ave will be about 30 feet? A: Yes.

Q: Is there going to be an issue during rush hour with traffic backing up because of someone trying to turn left and the bump outs? A: It can create that and generally intersections are more open to allow for the flow of traffic. Here, we're trying to address safety issues for pedestrians, bicyclists, and vehicles that are leaving the roadway. I don't think that the eastbound left turning movement is going to be a high enough volume to create significant backups because Fair Oaks Ave is a residential street that is far enough from a traffic signal that it probably doesn't get a lot of bypass traffic.

Q: Since we aren't doing this right away, is it possible to do some type of temporary barrier to see if we get complaints about traffic backing up? A: We could look at essentially building this with delineator posts, but we would have to order them and by the time we get them in and

build that, you're probably talking about a month, plus the expense of it. We could look at that as an interim solution if for any reason we were going to be delayed in implementing the actual physical improvements due to budget or construction issues. I don't see the need for a stop-gap measure like that at this time, though.

Q: How quickly will this be implemented? A: We're intending to build it as part of this year's Local Streets Resurfacing Project, so sometime this summer.

Q: Is that up and down all of Chicago Ave? A: No, this is a spot improvement at this intersection. That project does local streets throughout the Village and then we also usually include spot improvement treatments like this as part of it. We'll also be building some of the speed bumps along the 1150 south blocks with that project.

Village Engineer McKenna shared with the Commission that staff just received an agreement from the state for the awarding of a \$120,000 grant for the Vision Zero Plan and that will tentatively go to the Board for approval on February 21, 2023. Staff is planning to issue an RFQ (Request for Qualifications) to select a consultant to do that work in the next couple of weeks and an agreement for that would likely go to the Board for approval in April or May. Work is expected to start in the late spring and based on discussions with consultants, staff is expecting a full year to develop the Vision Zero Plan.

Village Engineer McKenna shared that staff has selected a consultant for the traffic calming petitions and will be presenting that agreement to the Board for approval on February 21, 2023. Staff will be working with the consultant initially to get them up to speed before handing the process over to them. The consultant will also be working with the Communications Department to update the Village website to include status updates on petitions.

Chair Burke asked staff for an estimate of when the Commission might start to see backlogged petitions come before them. Staff responded that they will possibly have petitions in front of the Commission at the next meeting. Staff will be trying to get through those as fast as the Commission's work plan allows, keeping in mind that Vision Zero is going to be a time-consuming item.

Chair Burke provided background information on the backlog of petitions and staff confirmed that it will take about two years to get through the petitions, even with a consultant.

Commissioner Straw noted that with some recent petitions, the Commission has heard from residents that if data collection had occurred at a different time, it would have painted a different picture and requested that staff or the consultant work with the organizers of the petitions to determine if there is a specific time or day when data should be collected. Staff explained that that is already part of the process and the consultant will continue to work with the organizers of the petitions to try to capture that information.

Commissioner Johnston-Ahlen asked if the consultant will be able to suggest alternatives if they determine that a different measure should be taken than the one requested and if so, would it still need to come from the existing toolbox. Staff responded the consultant will be able to make recommendations that will be confirmed by staff before being presented to the Commission. They will also be looking at the existing process and toolbox to see if any modifications should be made.

Finally, Village Engineer McKenna shared that staff has selected a consultant to start doing the Bike Boulevard design for the first round of implementation around OPRF as well as the middle section that the Commission suggested for the next round of implementation. Based on cost estimates and budget considerations, staff will determine if that will be built over the course of one or two years.

6. Old Business

6a) RECOMMEND PROCESSES TO DEVELOP THE VISION ZERO PLAN; AND ELEMENTS THAT SHOULD BE INCLUDED IN THE PLAN (2022 TRANSPORTATION COMMISSION WORK PLAN ITEM)

Village Engineer McKenna explained that this item was initially on the Commission's Work Plan because at the time it was developed, there may not have been Board consensus for it. That has since changed and there is a big desire to move forward with a Vision Zero Plan. He shared the various elements that staff expects to be included in the plan and noted that the Village is planning on robust public engagement, specifically targeting communities who are often missed. That public engagement will really shape the direction of the Vision Zero Plan, so it will happen early in the process. He also mentioned that they will have the consultant look at existing policies and procedures so that staff can start to look at neighborhood approaches to traffic calming in the different areas of the Village instead of block-by-block as petitions are submitted. Staff then looked to the Commission for any additional elements that should be included and for feedback on the traffic enforcement element, which has not always been met with consensus.

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

Q: You spoke about robust data collection and analysis being part of the process. What are you envisioning for that? A: A lot of that will be centered around bicycle and pedestrian data collection because we have fairly good data for cars. The consultant, with staff and Commission guidance, would be looking at where we should be capturing pedestrian data to help determine where enhancements might be needed.

Q: This would be on-the-ground counts? A: Yes.

Q: How recent is the traffic data? A: We did almost a Village-wide traffic study in 2018, so we have baseline data from then. We have done some larger data collection efforts since then when looking at the Madison St corridor and then we have data for any other traffic studies we've done. If there are any gaps in the traffic data, we'd certainly be looking to fill them, but it wouldn't be the main intent. We'd typically look at that 2018 data and any other past data and if they're all relatively consistent, then we're confident that it's good data.

Q: Is the \$150,000 just for the consulting phase or for the implementation phase as well?

A: That is to develop the plan, not for the implementation phase. We'll come up with budgetary numbers and estimates based on that plan and then include those in future capital improvement budgets and Village budgets.

Q: You said you're going to be looking at the more severe injuries that have occurred across the Village. This is with vehicle on vehicle, vehicle on pedestrian, and vehicle on cyclist, correct? A: Yes, for the traditional component. Luckily, we don't have a lot of high severity or fatal accidents in the Village, so if we were only going to look at that data, we wouldn't have much to work with. We're going to look at where there is potential for that, especially from a bike or pedestrian standpoint.

Q: When it comes to public engagement, are we being explicit about what organizations and people we want to engage with? A: We're trying to get as broad-based of engagement as we can, especially targeting populations that we don't often get feedback from for transportation items. Multi-family, low-income, and minorities are all communities that we're going to be doing targeted outreach toward to get participation for this. Statistically, they are some of the more impacted populations from transportation accidents, so we want to get their input.

Q: And this would be including the other taxing bodies within the community like schools, the Park District, the library? If this is done correctly and successfully, there will be a high positive impact for all of these communities that we work with. A: We were envisioning stakeholder meetings with representatives from those groups to help guide the process and then the public body to run all those decisions through would be the Transportation Commission.

Q: The Commission previously sent some recommended transportation goals to the Village Board- have those still not been heard by the Board? I'm asking because there were goals that tied in to a potential Vision Zero Plan and the Climate Action Plan. A: We're planning on bringing those to the Board at the second meeting in March.

Q: How does this layer into Bike Boulevards because there's obviously going to be a lot of overlap? A: They do speak to each other and we don't want to hold up the Bike Boulevard implementation any more than it has been already. We'll for sure get that initial segment

done by OPRF and while we're going through the design of the 2024 project, hopefully there is some time to explore concepts at those crossings and update the tools in the Bike Boulevard Plan if there is anything else we should be considering. We'll be hopefully finding the best treatments out there for the conditions and concerns that exist.

The Commissioners discussed the following topics:

- Involving the DEI office in the development of the community engagement element
- Involving the Disability Access Commission, the Community Relations Commission, and any other relevant Commissions as we go through the Vision Zero process
- If there should be a fiscal responsibility component included in the plan
- Making the plan as thorough as possible without being cumbersome
- Involving D97 PTOs, particularly in discussions about areas around the schools
- The importance of public input, particularly in regard to the enforcement element
- Whether traffic enforcement is effective
- Whether traffic enforcement should be a core element of the Vision Zero Plan
- If the DEI office should be involved in the decision around whether or not traffic enforcement is included in the Vision Zero Plan
- If a separate conversation should be had about how to do traffic enforcement more successfully in a way that has a positive impact on safety
- If it would be beneficial to keep the traffic enforcement element in the Vision Zero Plan to allow it to be considered during the development of the plan, especially in areas around schools
- Infrastructure changes being prioritized over enforcement
- Whether enforcement can be used to supplement infrastructure changes to help improve safety

The Transportation Commission recommends the scope as proposed by staff but amended to include 1) involving other Commissions and governmental partners in the process, 2) looking at high volume intersections in addition to areas with high crash rates, and 3) whether and how enforcement can best be used to supplement the Vision Zero Plan as developed through the public engagement process and reviewed by the DEI office.

7. Adjourn

With no further business, Commissioner Straw made a motion to adjourn the meeting. It was seconded by Commissioner Johnston-Ahlen. The motion was approved by a unanimous voice vote.

The meeting adjourned at 8:23 PM.

Submitted by:
Anna Muench
Administrative Assistant- Engineering