

APPROVED Meeting Minutes
Transportation Commission
Tuesday, June 13, 2023 – 7:00 PM
Council Chambers - Village Hall

1. Call to Order

Chair Burke was not in attendance. Commissioner Holzberg nominated Commissioner Fink as Chair Pro-Tem for the meeting and was seconded by Commissioner Eskin. The motion was approved by a unanimous voice vote.

Chair Pro-Tem Fink called the meeting to order at 7:06 PM.

Roll Call

Present: Camille Fink, Jack Eskin, Jenna Holzberg, Jason Jenkins

Absent: Ron Burke, Julie Johnston-Ahlen

Staff: Staff Liaison Jill Juliano, Steve Pautsch, the village consultant from Civiltech Engineering

2. Agenda Approval

Commissioner Holzberg made a motion to approve the agenda. It was seconded by Commissioner Jenkins. The motion was approved by a unanimous voice vote.

3. Approval of the Draft April 11, 2023 Transportation Commission Meeting Minutes

Commissioner Holzberg made a motion to approve the draft April 11, 2023 Transportation Commission meeting minutes. It was seconded by Chair Pro-Tem Fink. The motion was approved by a unanimous voice vote.

4. Non-Agenda Public Comment

There were no Non-Agenda Public Comments.

5. New Business

5a) Petition to Install Traffic Calming Device at the Intersection of Clarence Ave & Adams St

Steve Pautsch, the village consultant from CivilTech Engineering who is assisting in processing the traffic calming petitions, gave a presentation for this petition including background information on the item and crash data and collision diagrams.

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

Q: Is the recommendation for the speed measures to be placed at all 4 approaches to the intersection. A: There are no specific recommendations at this time. The equipment is typically placed on existing posts or light poles depending on the location and issue at hand.

Q: Can you explain when the traffic study was done, what time of day and what day of the week. A: The traffic data was collected on Wednesday, October 19, 2022 and Thursday October 20, 2022.

Q: Do we know what was the weather like that day? A: The traffic data was collected prior to CivilTech coming on board, but standard industry practice is not to collect traffic data when it is raining. Staff Liaison Juliano commented that staff has previously provided weather data but unfortunately did not collect that information for this item.

Q: Is there any consideration given as how cut through traffic is moving through this street as a way to avoid Madison Street or Oak Park Avenue? A: That data is looked at if intersection volumes jumped out as significantly high. Because of the nature of this request, the intention was focused primarily at the intersection and not looking at traffic patterns through the neighborhood or cut through traffic.

Q: At what point does the critical crash rate elevate a traffic concern to the need to take preventative action. A: Critical crash rate is one of many measures that are taken into consideration when evaluating an intersection. We will look at the crash and circumstances behind the crash in detail – could they have been correctable with any engineering measures? There does not seem to be a pattern to the crashes at this intersection. If the crash rate at a particular intersection is above the critical crash rate, then the crashes may be caused by something other than just chance.

Q: How fast does a car need to be traveling to flip over? A: It depends on the circumstances of the crash.

Q: How does the volume of pedestrian and bike traffic in an area play into the prioritization of crash rates and the potential tools to address the issue. A: It would influence the considered counter-measures; it would be looked at through a different lense when there are vulnerable users involved.

Q: What do we know about the vehicles that are traveling above the speed limit? A: The data does show how many vehicles are traveling 5 miles per hour above the limit, 5- 10 miles per hour above the limit, and more than 10 miles per hour above the limit. Over the course of a 24-hour period the data showed a substantial number of vehicles traveling more than 10 miles above the limit going West bound on Adams.

Q: Is peak hour traffic ranking comparing every intersection in the village or is this broken out to compare similar streets (residential to residential versus residential to arterial). A: Instead of peak hour traffic volumes for comparisons staff recommends using the average daily traffic volumes which is calculated over a 24-hour period. A typical number for a residential street in Oak Park is between 800-1,200 vehicles per day. Based on that number, Adams falls on the lower end of that and Clarence is much less.

The Commission discussed the following topics:

- Commissioner Jenkins supported the importance of collecting temperature data in these reports in considering bike or pedestrian traffic, which could be impacted by a 65+ degree day versus a 64 or below degree day.
- Commissioner Holzberg commented previous petitions have had maps that included a zoom out which enabled a view to see speed, data and traffic volume on peripheral streets. Staff Liaison Juliano responded it depends on the petition, but typically for a petition for an intersection they only look at the petitioning intersection whereas a petition for a block they map the parallel blocks.
- Commissioner Holzberg added seeing some peripheral data would be helpful to get a better picture with what is going on and not look at these petitions in a vacuum.
- Commissioner Holzberg commented that although Adams does not have a designated bike path, it is a heavily traveled bike route; the way it is calculated in the evaluation tool, it didn't hit because it isn't a designated bike lane but still has very high bike counts. There are holes that should be considered in the evaluation.
- Commissioner Eskin commented the percentages of the average daily traffic (ADT) above 25 mph are consistently the highest on Clarence Avenue and might place the emphasis on addressing traffic on that part of the intersection. The consultant responded this is where they would look at the peak hour diagram to see if there are any abnormal patterns, and there does not appear to be any abnormal patterns at this intersection.
- Commissioner Jenkins asked why there is not a request for bump outs at Adams to facilitate slowing down traffic. The consultant agreed bump outs are another tool to use, but for this particular location it wasn't recommended as the volume of pedestrians are low and the data did not support the use of bump outs at this location.

- Commissioner Holzberg commented the commission should be evaluating how they are approaching traffic intervention in general and how the commission can collectively slow down traffic and make it safer.

The following persons spoke their public comments aloud:

Molly Monaco is the originator of the petition. The neighborhood agrees that a stop sign is needed as this is one of the most dangerous intersections in the neighborhood. What the data does not collect are the near crashes or unreported incidents. Traffic has increased since the Madison Street construction began as drivers are using Adams as a cut through to avoid Madison, and the installation of a cul-de-sac a few blocks away has shifted traffic to use Clarence. They expressed concern for the safety of the neighborhood children that live and play in the area and the nearby parks.

Margaret Nekrosius has lived near this intersection their entire life and can speak to the level of increased traffic in the neighborhood. Specifically, since the road diet happened at Madison there has been a lot of traffic on Adams. There has also been an increase as the students from Fenwick parking on Adams, and the cul-de-sac a few blocks away has shifted traffic to use Clarence. The other unmentioned issue is the Pete's Market being built on Madison – this will potentially affect traffic on Clarence as shoppers use Clarence to access the market. They have seen the level in how cars speed up as drivers come off of East Avenue and are concerned.

David Lictmin lives on Clarence and walks past this intersection daily. The data shows 21 cars in 24 hours are driving in excess of 10 mph westbound on Adams and that seems really high. What is the cost for the village to put in a stop sign, and does that cost outweigh the desires of the residents. They request the commission listen to the residents in that area and put in a 4-way stop sign.

Daniel Block is a resident of the 500 block of Clarence. They expressed concerns over the increase of cut through traffic on Adams and Clarence due to the Madison Street road diet and the cul-de-sac on Euclid and the increase in traffic on Adams as people avoid Madison or are getting off from East. They mentioned a traffic study was done for Euclid, Wesley and Clarence around the time the Cadillac dealer that was on Madison street and would like to know if the counts have changed since then. This intersection is challenging and just feels dangerous.

The Commission discussed the following topics:

Commissioner Jenkins asked for clarification on what the options are to revisit this request should the commission choose to not put in a stop sign or what affect any temporary measures have had. Staff Liaison Juliano responded there is no formal follow up or review from the village.

Commissioner Holzberg requested clarification if the petitioner would then have to resubmit their petition. Staff Liaison Juliano responded once a petition has gone through the entire process, there is a 2 or 3 year moratorium to bring back a petition.

Commissioner Eskin requested clarification if the high-level actions are meant to curtail the most extreme examples of accidents in this intersection or will they be successful at lowering median speeds. The consultant responded by lowering speeds they hope it would also reduce the crashes as well.

Chair Pro-Tem Fink stated they are not convinced that a stop sign is what is needed there. There are already stop signs going south bound coming off Madison, so they are not clear how east/ west stop signs will solve this problem.

Commissioner Holzberg responded the highest speeds were east/ west but agreed perhaps stop signs are not the best course of action. While the data is showing this intersection is not that bad, that is not what the residents are sharing. Are there other options to consider?

Commissioner Jenkins expressed concern that the more stop signs that are put in may result in lower compliance and an increase in rolling through the stop signs. They support considering other options in lieu of, or leading up to, installing a stop sign.

There was discussion regarding alternatives to installing a stop sign including implementing speed limit signage, increasing sight lines, and high visibility crosswalks.

The transportation commission then recommended putting in high visibility crosswalk markings east/ west on Clarence, putting speed limit signage along Adams as needed, the daylighting of “no parking” on all four quadrants, using temporary portable speed radar signs and targeted enforcement as needed.

Commissioner Jenkins made a motion to accept the recommendation. It was seconded by Commissioner Eskin.

The roll call vote was as follows:

Ayes: Jenkins, Eskin, Holzberg, and Fink

Nays: None

The motion passed unanimously 4 to 0.

5b) Petition to Add On-Street Overnight Permit Parking from 10PM to 6AM to the East Side of the 100 block of North Elmwood Ave (from Lake St to the East Alley Only). For Discussion Only.

Takeshi Thompson, Parking Restrictions Coordinator for the village, gave an overview of the item and then answered questions from the commission.

The following person then spoke their public comment aloud:

Aidan Morrissey expressed concerns regarding the cost of the proposed permits. Parking is challenging, and residents would like a safe place to park their cars for 24 hours. They would like to expand the street parking further north on the block but that is zoned residential. They are only petitioning for 5 spaces on Elmwood Avenue but would prefer the entire block be permit parking as parking is challenging especially when there are events at the high school and the ice rink that is across the street.

6. Old Business

There was no Old Business.

7. Adjourn

With no further business, Commissioner Jenkins made a motion to adjourn the meeting. It was seconded by Commissioner Holzberg. The motion was approved by a unanimous voice vote.

The meeting adjourned at 9:14 PM.

Submitted by:
Linda DeViller
Budget & Revenue Analyst