



SPECIAL REMOTE MEETING AGENDA

TRANSPORTATION COMMISSION – November 8, 2022 at 7:00p.m.

A Special Remote Meeting will be conducted with live audio and optional video of participants. The meeting will be available live at <https://us06web.zoom.us/j/85764222281> and archived online for on-demand viewing at www.oak-park.us/commissiontv the following day. Remote meetings are authorized pursuant to Section 7(e) of the Illinois Open Meetings Act. 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.

- 1) Call to Order / Roll Call
- 2) Agenda Approval
- 3) Approval of the Draft Transportation Commission Remote Meeting Minutes
 - 3.1) October 11, 2022 Draft Transportation Commission Remote Meeting Minutes
- 4) Non-Agenda Public Comment

Public statements of up to three minutes may be made in person or writing. Written comments will be read into the record at the meeting. To comment, email a request to transportation@oak-park.us, indicating an intent to speak at the meeting or including a statement to be read into the record. Requests must be received no later than 30 minutes prior to the start of the meeting. Written comments also may be placed in the Oak Park Payment Drop Box across from the south entrance to Village Hall, 123 Madison St., no later than the day prior to the meeting.

- 5) New Business
 - a) None
- 6) Old Business
 - a) Formalize Recommendations for the Oak Park Bicycle Plan and Neighborhood Greenways System Study to be Sent to the Village Board for Consideration and Action (Work Plan) [Continuation from the August 9, 2022 Transportation Commission Meeting]
 - b) Finalize Draft 2023 Transportation Commission Work Plan [Continuation from the October 11, 2022 Transportation Commission Meeting]
- 7) Adjourn

If you require assistance to participate in any Village program or activity, contact the ADA Coordinator at 708.358.5430 or email ADACoordinator@oak-park.us at least 48 hours before the scheduled activity.

DRAFT Meeting Minutes
Transportation Commission
Tuesday, October 11, 2022 – 7:00 PM
Remote Participation Meeting

1. Call to Order

Staff Liaison Jill Juliano called the remote participation meeting to order at 7:03 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: Camille Fink, Garth Katner (left meeting at 8:56 PM), Brian Straw, Ron Burke

Absent: None

Staff: Parking & Mobility Services Manager Sean Keane, Parking Restrictions Coordinator (PRC) Takeshi Thompson, Sustainability Coordinator Marcella Bondie Keenan, Staff Liaison Jill Juliano

Staff Liaison Juliano noted that with all four Commissioners in attendance, there is a quorum.

2. Agenda Approval

Commissioner Katner made a motion to approve the agenda. It was seconded by Commissioner Fink.

Chair Burke asked if this agenda was different from the one for the September 27, 2022 meeting that was cancelled, and staff confirmed the changes.

Chair Burke asked if Item 6a should be prioritized in the agenda since it had been discussed at numerous meetings. Staff explained what their presentation would include and noted that the item will likely not go to the Village Board until early 2023 due to the Board's busy end-of-year schedule. Based on that feedback from staff, the Commissioners decided to keep the agenda as-is.

The roll call vote was as follows:

Ayes: Katner, Fink, Straw, Burke

Nays: None

The motion passed unanimously 4 to 0.

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

Commissioner Fink made a motion to approve the draft September 13, 2022 Transportation Commission meeting minutes. It was seconded by Commissioner Katner.

The roll call vote was as follows:

Ayes: Fink, Katner, Straw, Burke

Nays: None

The motion passed unanimously 4 to 0.

4. Non-Agenda Public Comment

None

5. New Business

5a) REMOVAL OF DAYTIME PARKING RESTRICTIONS FOR ON-STREET PERMIT PARKING ON THE 500 BLOCK OF SOUTH MAPLE AVENUE ADJACENT TO RUSH OAK PARK HOSPITAL

Parking and Mobility Services Manager Sean Keane explained that the Village recently received a request from Rush Oak Park Hospital to remove parking restrictions on a portion of S Maple Ave that is adjacent to the hospital campus. The hospital is the sole land owner adjacent to this area. Staff did vehicle counts on two dates to see if the overnight permitted spaces were being utilized and there were no vehicles parked there on either date. Staff recommends granting the request to the hospital.

Chair Burke disclosed that he lives close to the hospital and the neighbors have had concerns over the years about the gradual expansion of the hospital campus into the neighborhood. He noted that he has recently kept out of the neighborhood discussions because of his involvement with the Transportation Commission.

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

Q: If the overnight permit parking is removed, then somebody could still park there with a purchased permit? A: It would be open public parking since it's a public street and parking

would be prohibited from 2:30 AM to 6 AM like every other street in the Village. Someone could get an overnight pass and park there, though.

Q: The 500 block of S Maple Ave goes from where to where, given that the cross-street has been taken over by a parking lot? A: It would be from Madison St to the cul-de-sac that is north of Adams St.

Q: Did the hospital consult with the neighbors on this request? A: There has been no public outreach from the hospital at this point. They reached out to the Village as their first step and this really is a staff action, but we wanted to bring it to the Commission.

Q: Does this just make it an extension of their parking lot? Should they really be managing their own parking and not using on-street parking as additional parking for their patients and staff? A: It would become unrestricted and there wouldn't be any daytime parking enforcement activities in the area.

Q: What is the general parking treatment on Madison St directly north of Rush Oak Park? A: It's pay-by-plate parking.

Q: Is there a time limit? A: No.

Q: After a certain length of time, it gets more expensive, right? A: Yes, after three hours it goes to \$3 an hour versus \$1 an hour. So, for a long-term session, it would be a lot more.

The Commissioners discussed the following items:

- Concerns about moving forward with this item without providing the opportunity for public comments
- The potential implications of removing the restrictions
- The possibility of removing the current restrictions and making the spaces metered like they would be in any other busy business district in the Village
- What should be included in the notification to allow for substantive public comments and to whom those notifications should be mailed

The Commissioners agreed to table the item to give staff the opportunity to notify those potentially impacted and allow for public comment.

5b) CLIMATE READY OAK PARK & 2023 WORKPLAN DEVELOPMENT

Sustainability Coordinator Marcella Bondie Keenan provided background information on the climate plan, Climate Ready Oak Park, that was adopted in August 2022. She explained that the plan is organized into eight different impact areas, each containing overarching goals as well as implementation actions. She focused her presentation on the Transportation Impact Area and shared additional data from the Climate Vulnerability

Index report, as well as feedback received from community engagement. She noted that during community engagement, there was an opportunity for residents to report what they viewed as hazards in the Village and most of them were related to Transportation. She relayed to the Commissioners that this type of data is useful because residents' perception of safety is important, especially when they're considering getting out of their cars and walking or biking instead. She shared the various community engagement partners that staff worked closely with in case the Commission is interested in also working with them, particularly during the development of the Vision Zero Plan.

Commissioner Straw noted that some of the information in the plan is somewhat contradictory, specifically around the urge to move toward electric vehicles (to which he is not opposed). The issue of equity is a concern because it seems that subsidizing that may take away from efforts to improve public transit. Staff responded that that is something that is still being worked out in the transportation space, particularly when it comes to multi-family access to charging that isn't in a paid area. Staff also noted that electrifying public transit would be a nice way to address both of those issues.

Commissioner Fink mentioned that the issue of public transit came up a lot in the presentation, but the Commission rarely addresses that, and she wondered if it could be added to the work plan, or if it will be part of the Vision Zero Plan. Chair Burke agreed and noted that it was flagged in the list of goals that the Commission provided to the Village Board.

Chair Burke asked staff how the Commission could be most helpful in implementing the plan and what the strategy is for implementing the plan. Staff responded that the Commission could start by focusing on the overarching goals of the plan. One of those is establishing emissions reduction goals for transportation systems, which is definitely a policy decision for which this Commission would be uniquely suited to provide input. Staff noted that being more involved in community engagement, collaborating with other organizations, and amplifying the voices and needs of community members who are struggling when weighing in on the Vision Zero Plan would also be helpful.

Commissioner Fink asked staff if the Commission can make recommendations to the Village Board about public transit related issues and then have the Board make a recommendation or request to the CTA (Chicago Transit Authority). Staff responded that the Commission can bring community priorities to the Village Board and that prior Transportation Commissions did work with the CTA to address some concerns. Some minor changes came from that work, but there wasn't a major shift in policy.

5c) DRAFT 2023 TRANSPORTATION COMMISSION WORK PLAN

Staff Liaison Juliano went through the 2022 Work Plan with the Commission, explaining which items had been addressed already and which would need to be carried over to the 2023 Work Plan (Vision Zero, review of Madison St, and the backlog of Traffic Calming Petitions). There was a brief discussion regarding the item “Review the Oak Park Bicycle Plan and Neighborhood Greenways System Study to Evaluate Opportunities to Create Additional Dedicated or Protected Bike Lanes” as staff was awaiting feedback from the Commissioners, but Chair Burke thought that the Commission had already provided staff with sufficient input. Staff Liaison Juliano agreed to speak with Village Engineer Bill McKenna to determine what additional information, if any, was needed from the Commission in order to proceed. Because the items that are being carried over will require significant involvement from the Commission, staff recommends only adding a couple of other items to the 2023 Work Plan that can be addressed if time allows.

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

Q: Is it possible to commit to addressing a certain number of petitions each month? A: A consultant has not yet been brought on to help and even with a consultant, it still might not be possible to commit to that. Staff will discuss what we reasonably could commit to and bring that back to the Commission at a later date.

Q: Do you know when a consultant will be hired? A: I don't have any additional information at this point.

Q: Is there a plan to hire a consultant to help with the Vision Zero Plan? A: The Village received a preliminary notice that we've been awarded a federal grant to develop a Vision Zero Plan and there would be a consultant involved.

Q: When might that consultant come on board? As we think about our plan and our timing, are we launching the planning process in January or April? A: Remember, one of the items is to recommend processes to develop the framework of the Vision Zero Plan. We also just received the preliminary notice and still have to do a couple of things before being officially awarded the grant.

Q: I assume there's a local match requirement? A: Yes, an 80/20 match.

Q: Are you going to have to do an RFP (Request for Proposals) process? A: I believe so, but someone else on staff is handling that.

The Commissioners discussed the following items:

- The potential addition of an item that involves identifying barriers to the utilization of public transit in and around Oak Park and coming up with a plan to eliminate those barriers
- What the Commission could do to help the Village achieve the goals that they recommended to the Village Board
- The importance of giving priority to the backlog of petitions since residents have expressed growing frustration about the speed of the process
- The potential addition of an item to develop strategies and potential policies to reduce the number of vehicle miles travelled
- Whether or not to include the ongoing review of the implementation of the Neighborhood Greenways Plan
- Which groups the Commission could partner with to get feedback for some of the items to ensure that they understand the needs of the community
- Potential outcomes and time frames for the various items

Staff agreed to develop a draft 2023 Work Plan based on the feedback from the Commissioners and present it at the November meeting.

6. Old Business

6a) REVIEW OF RECOMMENDED REVISIONS TO THE EXISTING OVERNIGHT ON-STREET PERMIT ZONES

Parking and Mobility services Manager Keane briefly introduced the item and noted that since the last meeting, staff has updated the zones to allow for more guest parking based on feedback from the Commission and residents. Parking Restrictions Coordinator (PRC) Takeshi Thompson went through each of the zones where changes are being proposed, explaining the differences between the current and proposed zones. She also shared a table indicating how many spaces would be created with the proposed changes.

Commissioner Fink asked for clarification about areas where permit parking is still being proposed on both sides of the street, which she thought was not going to be the case. Staff explained that they looked at areas on a case-by-case basis and in general, only added permit parking to one side of the street unless permit parking was already allowed on the other side of the street. They also considered areas where there were only multi-family buildings or where the need was significant when making their decisions.

Chair Burke asked if additional permit spaces should be considered in Zone Z1 since the need is high or if staff thinks what is proposed will meet the need. Staff responded that it's a good start and the biggest issue is the shared use because of the rush hour restrictions on S Austin Blvd.

Commissioner Straw noted that the Commissioners previously asked staff to consider day-lighting around alleys and intersections where permit parking was being added and asked if that had been addressed with these revisions. Staff responded that they took note of that in the last meeting and it would be considered as part of the signage installation. PRC Thompson will work closely with Staff Liaison Juliano and the other Engineering staff to create the necessary space to prevent any line-of-sight issues.

Staff Liaison Juliano shared that Commissioner Katner had to leave the meeting due to a power outage in his area.

Sarah Geinosky thanked the Commission for looking into this issue and hopes that it passes the Board.

Commissioner Straw made a motion to concur with staff's recommended revisions, as presented this evening, to the seven select overnight on-street permit zones. He also thanked staff for all of their hard work and for listening to the Commission and the community member input to arrive at a result that most people can support. It was seconded by Commissioner Fink.

The roll call vote was as follows:

Ayes: Straw, Fink, Burke

Nays: None

The motion passed unanimously 3 to 0.

Chair Burke echoed Commissioner Straw's comments about the hard work of staff to get to this point.

7. Adjourn

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

The roll call vote was as follows:

Ayes: Straw, Fink, Burke

Nays: None

The motion passed unanimously 3 to 0.

The meeting adjourned at 9:02 PM.

Submitted by:
Anna Muench
Administrative Assistant- Engineering


Village of Oak Park
Transportation Commission Agenda Item

Item Title:	Formalize Recommendations for the Oak Park Bicycle Plan and Neighborhood Greenways System Study to be Sent to the Village Board for Consideration and Action (2022 Transportation Commission Work Plan Item)
Review Date:	<u>November 8, 2022</u>
Prepared By:	<u>Jill Juliano</u>
Abstract (briefly describe the item being reviewed): At the August 9, 2022 meeting, staff and the Transportation Commission agreed there didn't seem to be any opportunities for protected bike lanes on the neighborhood greenways network without removal of parking which would be problematic. As a result, the Commission directed staff to focus on Scoville Ave for more opportunities to build out with bike boulevard treatments as Oak Park already has portions of the greenway infrastructure along Scoville Ave. In tonight's agenda, Staff has included locations to implement greenway applications on Scoville Ave and other streets for the Commission's consideration.	
Staff Recommendation(s): Concur with staff's proposed locations for neighborhood greenway treatments in the Village. Additionally, concur there doesn't seem to be any opportunities for protected bike lanes on the greenway network without the removal of parking which is problematic.	
Supporting Documentation Is Attached	

Memorandum

Date: November 4, 2022

To: The Transportation Commission

From: Jill Juliano, Staff Liaison 

Re: Background Information for Formalize Recommendations for Oak Park Bicycle Plan and Neighborhood Greenways System Study to be Sent to the Village Board for Consideration and Action (2022 Work Plan Item) [Continuation from the August 9, 2022 Transportation Commission Meeting]

On August 9, 2022 staff, Transportation Commission and interested stakeholders engaged in an initial discussion of recommendations for the Oak Park Bicycle Plan and Neighborhood Greenways System Study. See related meeting minutes included in this agenda (Exhibit 6a.3). Commission members noted they previously recommended prioritizing roadway segments around Oak Park River Forest High School. Staff replied that is the initial implementation which we are planning doing as part of the Greenways network. It is anticipated to be designed this year and built in 2023. The focus is now the on-street conditions that will be done in the first priority area.

After a discussion, the Commission and staff agreed it seems there aren't any opportunities for protected bike lanes on the network without removal of parking which may derail the effort. The Commission directed staff to focus on Scoville Ave for more on street opportunities to build out as the Village already has portions of the infrastructure for the greenways network along Scoville Ave.

Staff identified the South Blvd and Scoville Ave intersection as heavily used by all modes of travel due to its proximity to Oak Park River Forest High School, Farmer's Market and Ridgeland Commons. As part of the 2023 budget, staff included funds to install a rectangular rapid-flashing beacon (RRFB) to cross South Blvd at Scoville Ave to enhance the intersection for vulnerable road users.

Village staff is completing their design of the 2023 Division St resurfacing project. Staff reviewed the bike boulevard crossing with Division St to implement recommendations from the greenways plan. Staff is recommending revising routes to move two of the three crossings at Division St as shown in Exhibits 6a.1 and 6a.2 and detailed below:

1. Designate Elmwood Ave from Thomas St to North Ave part of the greenways network rather than Fair Oaks Ave. The revised route would directly connect users of the bike boulevard system to two popular destinations: Taylor Park (at Division St) and Wonder Works Children Museum (at North Ave). In addition to intersection crossing pavement markings at Elmwood Ave and Division St, staff has included a RRFB in the design to enhance the crossing for vulnerable road users.

Memorandum

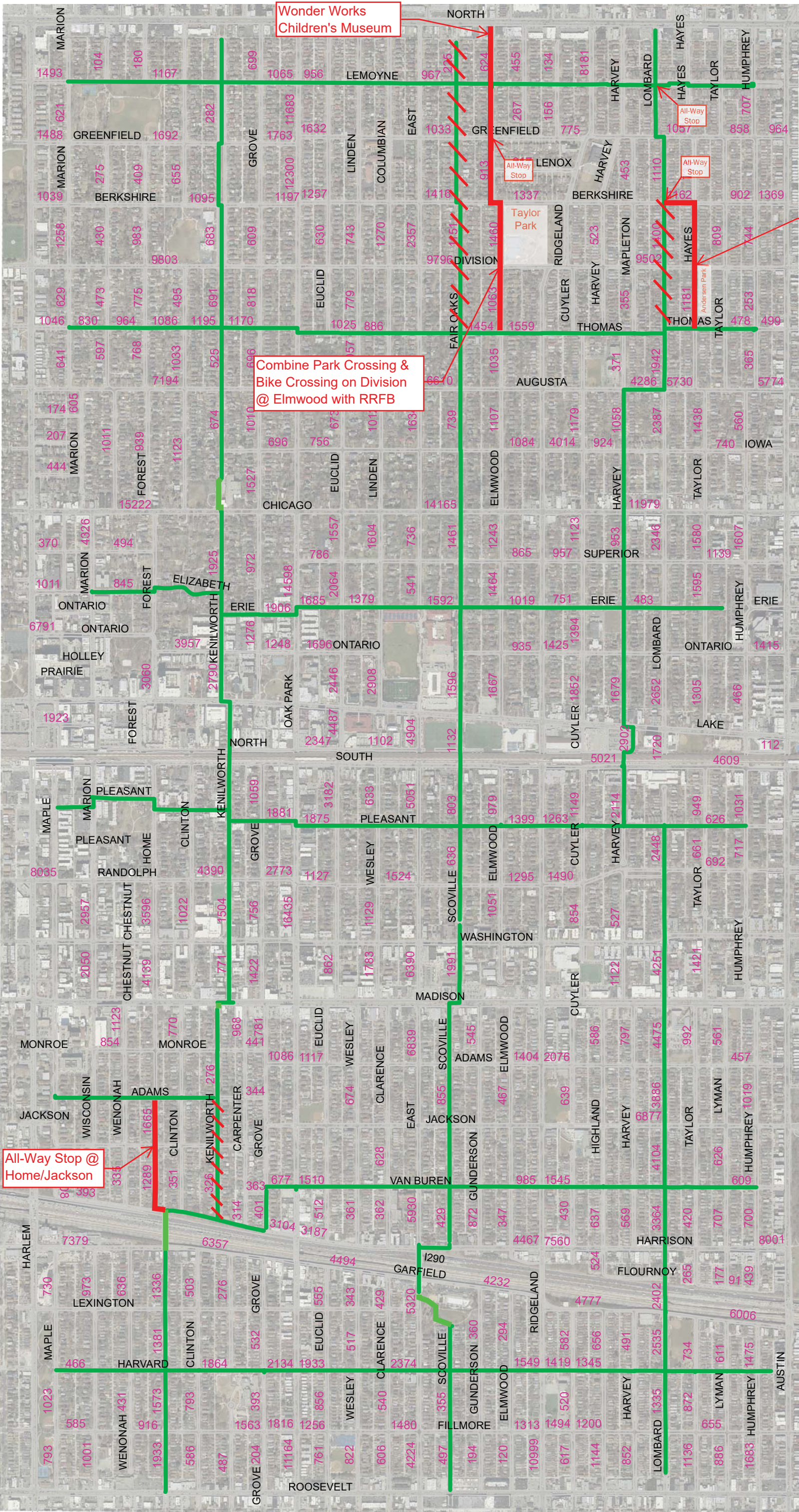
2. Assign Hayes Ave from Thomas St to Berkshire St in the greenways network instead of Lombard Ave. This route would connect users to Andersen Park and would have them travel through Division St at Hayes Ave, which is an all-way STOP controlled intersection.

Staff will provide information on other possible opportunities along Scoville Ave at Tuesday's Commission meeting along with specifying existing greenways infrastructure on Scoville Ave.

Finally, staff is also recommending to extend the neighborhood greenways network on Home Ave from Harrison St to Adams St and eliminate the parallel section on Kenilworth Ave. This change will allow vulnerable road users to cross Jackson Blvd at Home Ave with the protection of the all-way STOP signs (see Exhibit 6a.1).

Note: the Commission's proposed 2023 work plan includes this item to be reviewed again for additional opportunities in the coming year.

Proposed Changes to Bike Boulevard/ Neighborhood Greenway Network



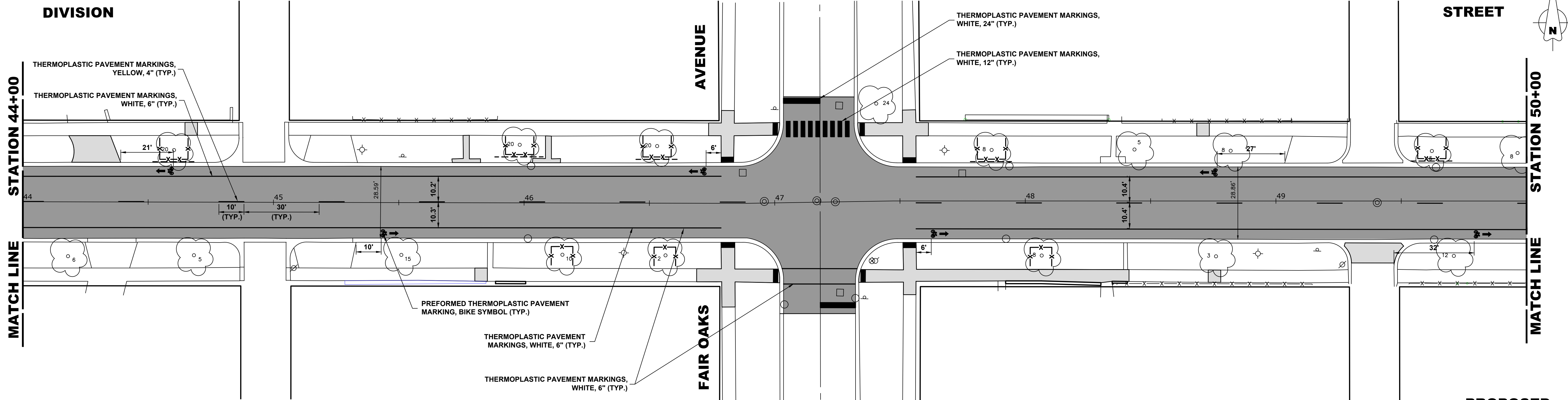
Legend

- Bike_Bou...
- Recommended Revised Network

All-Way Stop @
Division/Hayes
and at Andersen Park

Exhibit 6a.1

Drawing file: W:\Projects_by_Village\Oak Park\64522111 - 2023 Division St. Resurfacing\Site\Division St. Resurfacing.dwg Nov 01, 2022 - 6:32am



**PROPOSED
IMPROVEMENT**

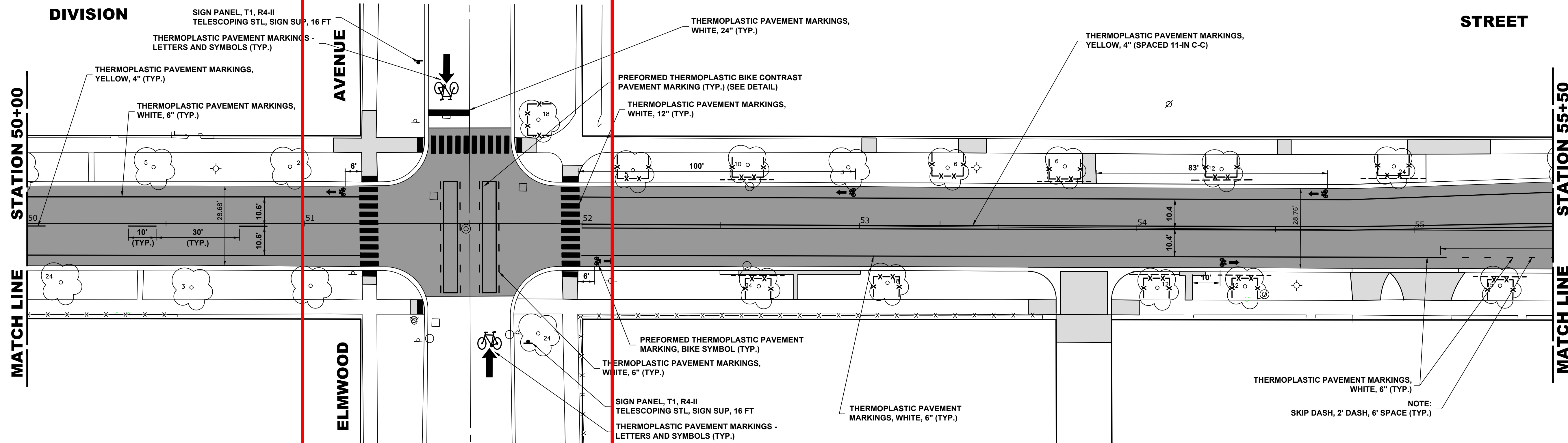
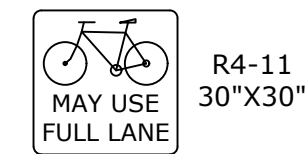


Exhibit 6a.2
**PROPOSED
IMPROVEMENT**



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**2023 DIVISION STREET RESURFACING
M.F.T. # 22-00266-00-FP
OAK PARK, ILLINOIS**

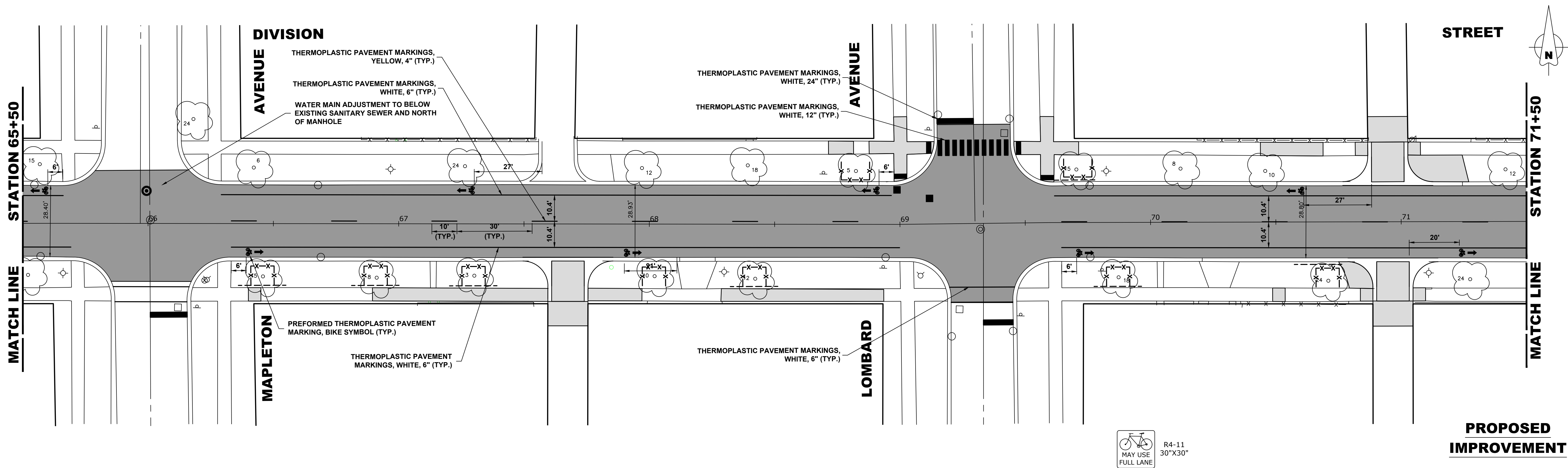
PAVEMENT MARKING PLAN

REVISION:

SCALE: 1"=20'H
DRAWN BY: ECW,SFB,DMM
BOOK NO.: GPS
DATE: 8-10-22
E.H.E. NO.: 645-22-00301

SHEET
27
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OF

Drawing file: W:\Projects_by_Village\Oak Park\64522111 - 2023 Division St. Resurfacing\Site\Division St. Resurfacing.dwg Nov 01, 2022 - 6:34am



**PROPOSED
IMPROVEMENT**

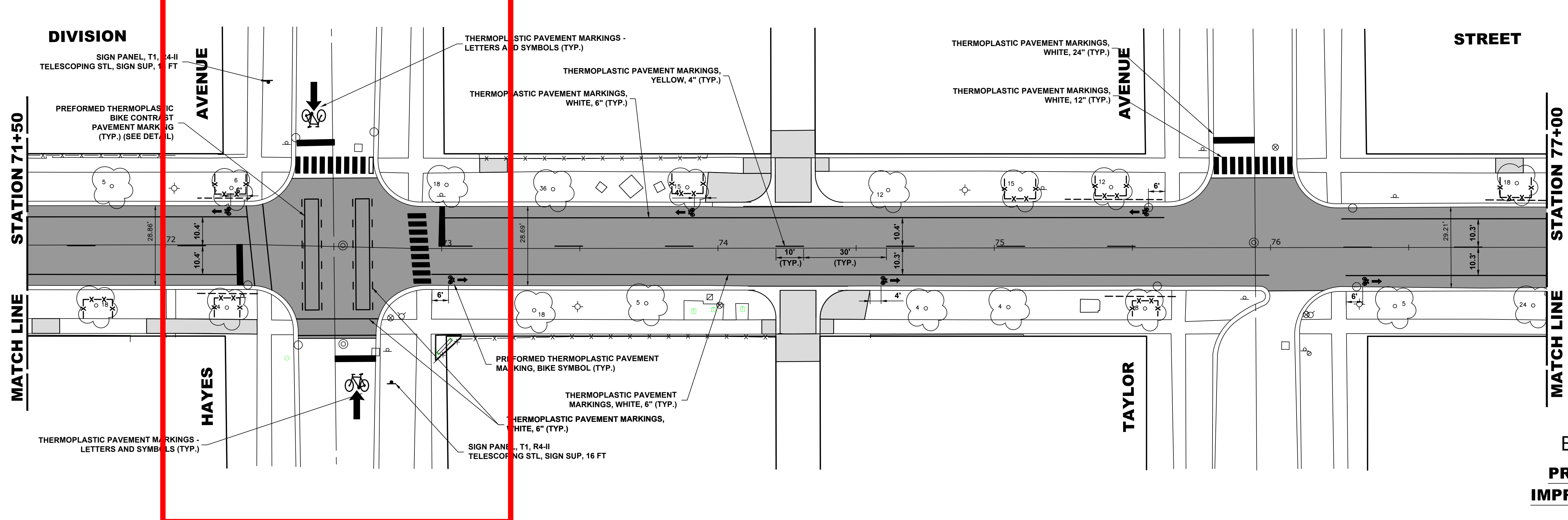


Exhibit 6a.2
**PROPOSED
IMPROVEMENT**



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**2023 DIVISION STREET RESURFACING
M.F.T. # 22-00266-00-FP
OAK PARK, ILLINOIS**

PAVEMENT MARKING PLAN

REVISION:	SCALE:	1"=20'H	SHEET 29 49 OF
	DRAWN BY:	ECW,SFB,DMM	
	BOOK NO.:	GPS	
	DATE:	8-10-22	
		E.H.E. NO.:	645-22-00301

APPROVED Meeting Minutes
Transportation Commission
Tuesday, August 9, 2022 – 7:00 PM
Remote Participation Meeting

1. Call to Order

Staff Liaison Jill Juliano called the remote participation meeting to order at 7:02 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."

Chair Burke asked when in-person meetings would resume and staff responded.

Roll Call

Present: Camille Fink, Brian Straw, Ron Burke

Absent: Garth Katner, Meghann Moses

Staff: Parking & Mobility Services Manager Sean Keane, Village Engineer Bill McKenna, Staff Liaison Jill Juliano

Guests: Mike Stewart, Members of Bike Walk Oak Park (BWOP): Rachel Poretsky, Franny Ritchie, Sylvia Schweri, and Jenna Holzberg

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

2. Agenda Approval

Chair Burke asked when a recommendation would come from staff for the 500 block of S Harvey Ave. Staff responded that they anticipate bringing it to the Commission in September.

Commissioner Straw asked for clarification about when more petitions would be presented to the Commission as he was surprised to not see any on the agenda for this meeting considering the extensive backlog. Staff responded that not all petitions will be presented individually, especially when there are several that are adjacent to one another. They are working to get a consultant on board to assist with the backlog but are continuing to gather data and work through the petitions in the meantime. There are other items on the Commission's work plan that need to be addressed and even once a consultant is on board, there will be meetings where petitions aren't presented to allow for the other items to be tackled.

5. New Business

5a) REVIEW THE OAK PARK BICYCLE PLAN AND NEIGHBORHOOD GREENWAYS SYSTEM STUDY TO EVALUATE OPPORTUNITIES TO CREATE ADDITIONAL DEDICATED OR PROTECTED BIKE LANES (2022 WORK PLAN ITEM)

Staff Liaison Juliano explained that this is an item from the Commission's 2022 work plan and is scheduled to be completed by the fourth quarter. She shared the listed outcomes and noted that tonight's discussion will focus on determining recommendations for locations for dedicated or protected bike lanes.

Village Engineer McKenna provided additional background information and explained the Village Board's direction for the Commission to look for opportunities to modify the adopted Neighborhood Greenways Plan to include dedicated and/or protected bike lanes. Staff did convey to the Board that modifying the plan to include dedicated and/or protected bike lanes will come at the expense of on-street parking.

Commissioner Straw asked for clarification about whether this will be a new plan or if it will be modifying the existing plan. Staff responded that the end result will be a recommendation for a revised Greenways/Bike Lane Network. It will realistically be a hybrid approach as there are areas of the village where there won't be too many opportunities to fit protected bike lanes due to existing demands.

Rachel Poretsky spoke about the importance of a connected bike network, specifically in terms of safety, and noted that protected bike lanes encourage more people to bike. She is eager to see the Neighborhood Greenways Plan implemented and believes it will encourage more people to walk and bike in Oak Park, help reduce the climate impact, and end traffic violence in the community.

Franny Ritchie spoke on behalf of Bike Walk Oak Park (BWOP) and said that the organization supports the addition of dedicated or protected bike lanes and is eager to see the implementation of the Neighborhood Greenways Plan. She shared concerns that dedicated or protected bike lanes would be one-off projects and that the connectivity of the Neighborhood Greenways Plan would be lost. She urged the Village to establish a plan to implement greenways and offered the assistance of BWOP.

Staff Liaison Juliano read the four written public testimony aloud. The comments, in their entirety, are attached to these minutes.

Following the presentation and public testimony, Chair Burke asked staff to identify the goal for the conversation and lay some groundwork. Village Engineer McKenna mentioned that staff invited members of Bike Walk Oak Park and Mike Stewart, a local bike advocate, to the meeting for the Commissioners to use as resources during the discussion. He then explained how much space would be needed on a street to allow for the possibility of a

dedicated or protected bike lane and shared a map to illustrate potential viable locations. He explained that there are few opportunities for this in the Village and that each of them comes with a cost, usually loss of parking, which will also need to be considered. The goal is for staff to get feedback from the Commission on the existing Neighborhood Greenways map, including any modifications they'd like to see or any sections that they'd like to see prioritized for those bike lanes.

Commissioner Fink mentioned that she thought the Commission previously recommended priority segments and Chair Burke agreed, noting the area around OPRF as an example. Village Engineer McKenna responded that the initial implementation, which staff is still planning on getting through as part of the Greenways Network, are the segments right by the high school. With the Lake St and Oak Park Ave projects, crossing components were implemented to accommodate future greenways. Now the focus is the on-street conditions that will be done in that first priority area.

Commissioner Fink asked about the timeline. Village Engineer McKenna responded that staff wanted to build it this year, but it will most likely turn into a 2023 build due to staffing. There is still money in the budget for it, but staff will probably try to just get the design done this year.

The Commissioners discussed the following items:

- The importance of the “three cs” for biking and walking networks (comfortable, close, and connected)
- Two- way bike lanes on one-way streets
- The possibility of converting streets to one-way and potential impacts
- Adding east-west routes in south Oak Park, particularly on streets where there is less demand for on-street parking
- If utilizing traffic controls to slow down traffic on particular streets, making them less appealing for cars, would be more effective
- Using the Greenways Plan, but adding protected bike lanes to improve safety on a couple of busier routes that already have bike lanes
- Prioritizing intersection improvements and creating the safest possible crossing conditions at intersections where a greenway meets a busy street as a way to kick-start the program and promote connectivity
- The addition of diverters because if through traffic isn't being limited on a street, you won't get the full greenways experience that lures people to use that street for biking

Rachel Poretsky shared her concern about the cost of protected bike lanes and asked if they would come at the expense of the network as a whole or would the Village be willing to expand the budget for the project.

Village Engineer McKenna responded that standard striped bike lanes that leave a dedicated space for a cyclist are relatively inexpensive. It would actually be cheaper than many of the elements in the Greenway/Boulevard Plan, especially the treatments at intersections. Protected bike lanes do get expensive. Once we start talking about implementation, if the Commission wanted to recommend moving forward with the less expensive option of dedicated bike lanes to see if it's popular and encourages more cycling, it might make it an easier sell in the future to allow for room in the budget to make those protected lanes. From my perspective, we're looking at modifying the Greenways Network to see where the greenway could be converted to lanes and where it should stay just a greenway.

Rachel Poretsky commented that some of the intersection mitigations are necessary, even with bike lanes, because a bike lane that ends at an intersection with no controlled crossing is almost as useless as not having a bike lane at all. Village Engineer McKenna and Chair Burke agreed.

Jenna Holzberg shared her excitement that the project is moving forward and supports bike lanes but noted that the overarching priority is the Greenways Network, which will create safer streets across the entire Village. She shared her concerns about traffic violence in Oak Park and believes that a safety plan that takes the entire Village into consideration will benefit everyone. She noted that while she's supportive of bike lanes, and protected bike lanes in certain areas, she is concerned that if the focus shifts to a connected bike lane network at the expense of a safety plan, the project will come up short of its goal.

Franny Ritchie mentioned that some cities have short lengths of protected bike lanes at intersections and that might work in Oak Park as a way to bridge the gap between the idea of adding protected bike lanes and the existing infrastructure recommendations. She believes that by doing this, fewer parking spaces would need to be removed while still reaping the benefits for a longer stretch, particularly if used in succession.

Mike Stewart liked the idea of extending the use of Home Ave, especially from the Home Ave Bridge north as far as possible, to keep the path continuous and make it safer for all who use it. He loved that the Village was able to implement and try out the Slow Streets Program, giving residents the opportunity to get used to it and see that Oak Park doesn't have to be car centric. He suggested that as part of any plan that moves forward, an element of education needs to be added both for drivers and cyclists regarding shared use, as well as an element of enforcement. The streets are really dangerous these days and enforcement needs to be increased.

Staff recommended that the Commissioners review the existing Neighborhood Greenways map per Village Board direction and relay any modifications they'd like to see to staff. Staff will then prepare a more formalized recommendation that includes images of potential treatments that could be presented to the Commission at the September

meeting, if the agenda allows. With upcoming work plan items, particularly Vision Zero, the Commissioners and staff discussed the possibility of adding additional meetings if necessary.

6. Old Business

None

7. Adjourn

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

The roll call vote was as follows:

Ayes: Straw, Fink, Burke

Nays: None

The motion passed unanimously 3 to 0.

The meeting adjourned at 9:03 PM.

Submitted by:

Anna Muench

Administrative Assistant- Engineering

Juliano, Jill

From: nikhil trivedi [REDACTED]
Sent: Sunday, August 7, 2022 10:17 AM
To: Transportation
Subject: Public comment

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

I'd like to see a road diet on Chicago Ave like they did on Madison Ave with protected bike lanes. Lots of high schoolers park on Chicago creating a lot of pedestrian traffic. The lanes are so wide right now that if you drive the speed limit cars will speed around you.

. Pronouns: he/him
.

Juliano, Jill

From: Gretchen Straw [REDACTED]
Sent: Sunday, August 7, 2022 11:44 AM
To: Transportation
Subject: Comment on Oak Park Bicycle Plan and Neighborhood Greenways System Study to Evaluate Opportunities to Create Additional Dedicated or Protected Bike Lanes

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

I am pleased that you are actively considering Oak Park's bike infrastructure. As you discuss options, I hope you will consider the following:

1. I agree that the priority should, in fact, be dedicated lanes rather than shared lanes. Whether driving a car when bikes are squeezed between parked cars and moving traffic or riding a bike in tight quarters where a car door being opened or a slight swerve could spell disaster, shared lanes are dangerous.
2. The Dutch/Scandinavian model of having bike lanes that are raised above the level of the street adjacent to or parallel to the sidewalk is the ideal. It effectively separates walkers, bicyclists, and motor vehicles. It reduces the dangers of cars using the bike lane to pass on the right. It gives a greater physical separation than the lines that simply identify a bike lane.
3. Prioritize routes that run parallel to major north/south or east/west roads with heavy traffic. In other words, rather than trying to carve bike lanes out of roads such as Oak Park Avenue, identify parallel streets that could transport bicyclists safely with less interaction with car traffic.

[REDACTED]

Juliano, Jill

From: Lauren Hyde [REDACTED]
Sent: Monday, August 8, 2022 4:30 PM
To: Transportation
Subject: Bike Boulevards and Traffic

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

Hello,

My name is Lauren Hyde and I live on the 800 block of Home Ave. Home Avenue is listed as a "Bike Boulevard" on the 2008 Proposed Oak Park Bicycle Network (page. 56 of the agenda). However, on the Greenway Plan (page 57) the plan has the "Bike Boulevard" bump over to Kenilworth after the Home Ave. pedestrian bridge.

I am asking that 800 Home Ave stay the designated bike boulevard. It is the natural route for both walkers and bike riders. The pedestrian bridge feeds onto Home Ave, there is a stop sign at Jackson and a stop light at Madison. Instead of shifting the Bike Boulevard, I would like to see the village focus on making Home Ave safer for all.

I am asking that the Bike Plan focus on building bike boulevards that include physically protected bike lanes, traffic calming strategies at intersections, and a focus on creating safe bike paths for kids going to and from school.

I am also calling for the village board and staff to create a comprehensive approach to improving the safety of our streets. There needs to be a better plan to approach traffic systematically, including additional traffic calming measures added to the "Traffic Toolbox" We must create an actual plan to slow down vehicle traffic and create streets and pathways where people are able to bike and walk safely.

Thank you

Lauren Hyde

Juliano, Jill

From: Mark Smith [REDACTED]
Sent: Monday, August 8, 2022 5:35 PM
To: Transportation
Subject: Greenways project

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

I am writing to urge you NOT to use Harvard as part of the Greenways project.

We park in the alley between East Ave and Clarence, and there is already zero pedestrian visibility at the north entrance to the east because the church is built up to the sidewalk. Even if a car can manage getting past the sidewalk without hitting anyone, there is nearly zero visibility at the street because of the constant parked cars on both sides of the street. I have nearly been hit several times because you have to just ease out with no ability to see if someone is coming. No way anyone can see if a cyclist is coming either. The last thing we need is a bunch of cyclists along with all the cars. It a public safety issue already, and the transportation commission should not make it worse. (All this in addition to the fact that cars already have to wait at each end of the block to let other cars through because the street is narrow and with parking there is only one lane - don't add bikes to that craziness - there is no space.)

There is near constant parking because of the school and the church on the northwest and southwest corners of East and Harvard. On the occasions when those facilities aren't using the street parking, people park for the blue line or Rehm park.

Again, no Greenways on Harvard. At least not between Oak Park Ave and East. Someone from the Village staff and from the committee should come down here and take a look at the craziness we have here (between Clarence and East) that does not need to get any more crazy.

Thanks.

Juliano, Jill

From: Gary Arnold [REDACTED]
Sent: Monday, August 8, 2022 11:10 PM
To: Transportation
Subject: public comments for August 9 Transportation Commission

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

Hi,

My name is Gary Arnold. I am a resident of Oak Park.

I would like the comments below to be read into the record at the Transportation Commission Meeting on Tuesday evening.

thanks

Comments:

Meeting of the Oak Park Transportation Commission

Tuesday, August 9, 2022

Public Comments from Oak Park Resident Gary Arnold

My name is Gary Arnold. I am an Oak Park resident, a member of the Disability Access Commission, and a member of Bike Walk Oak Park.

I would like to comment on two items.

First, I am happy to learn the Transportation Commission Meeting includes an agenda item focused on opportunities to create additional bike lanes in Oak Park. There is an opportunity for so many streets across Oak Park to benefit from protected bike lanes, including existing Bike Routes such as Ridgeland and Augusta. Increasing the number of protected bike lanes and prioritizing high-traveled roadways would benefit not only residents of Oak Park, but those traveling to and through the village.

I urge the commission and the village to put discussions and recommendations regarding bike lanes within the framework for an implementation plan for the Greenways Plan. Bike safety and bike lanes should be critical elements of a broader plan for approaching traffic safety across Oak Park.

Second, though the issue of "Beg Buttons" (buttons pedestrians are required to push in order to trigger a "walk" signal at many Oak Park intersections) is not on the agenda, I want to take a moment to encourage the Transportation Commission to recommend that the Village of Oak Park eliminate beg buttons from all intersections in Oak Park, including those along State Roads that pass through or run along the perimeter of Oak Park.

As a member of the Disability Access Commission, I can list a number of reasons that the buttons are inaccessible:

- The buttons can not be seen by some members of the disability community

- Some members of the disability community can not physically access the buttons because of the button location
- Some members of the disability community do not have the physical capacity to push the buttons

As a resident of Oak Park who rides a bicycle, I can list at least one reason why these buttons are inaccessible and discourage biking:

- The tire of a bike won't trigger a light the same way that an automotive vehicle would. At some intersections with beg buttons, a cyclist is forced to push the button in order to trigger a green light. That means getting off the bike, and walking up to the curb to hit the button.

Finally, as an Oak Park resident who enjoys walking around their neighborhood, I can give you my opinion that Oak Park is not a safe place for a pedestrian or a biker. There are too many intersections that encourage and favor aggressive drivers, sometimes at the expense of bikers and pedestrians. Some of this may be outside of Oak Park's control, but not all of it is. Beg buttons discourage pedestrians from following appropriate signals and moving with the flow of traffic. When a button can not be accessed or when a pedestrian misses the beg button cycle and is required to wait for the next round of green lights, the system encourages a pedestrian to move against the signal. The system forces the pedestrian to be aggressive. Pedestrians shouldn't need to be aggressive in order to cross a street. The system of beg buttons in Oak Park should be eliminated.

Thank you.

Juliano, Jill

From: Rachel Poretsky [REDACTED]
Sent: Tuesday, August 9, 2022 6:19 PM
To: Transportation
Subject: 8/9 meeting public comment

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

Dear Commissioners,

Individual and unconnected bike lanes can more dangerous than no infrastructure at all. There is academic research and data supporting this, but we can just look at Jackson, which has fairly well-marked bike lanes, but has had multiple incidents of traffic violence against people riding bikes in the past year. Please push a commitment to the Greenways, which promotes connectivity and safety. It is well-established that protected bike lanes encourage more people to bike than simple painted lanes, and that most cyclists feel safer riding through a protected intersection as opposed to navigating shared space with cars. Importantly, though, recent research showed that a connected bicycle network - not individual bike lane segments or intersections, but the overall connection between places - is a big factor in people's decision to bike. This is especially true for disadvantaged populations, including females and low income families. Oak Park has been discussing Greenways for years; it is high time a plan is established to implement them. This will get more people to walk and bike, furthering our goals to reduce our climate impact, and help put an end to traffic violence in our community. Enough is enough.

Rachel Poretsky

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Village Of Oak Park
Transportation Commission Agenda Item

Item Title: Finalize the Draft 2023 Transportation Commission Work Plan
 Review Date: <u>November 8, 2022</u> Prepared By: <u>Jill Juliano</u>
Abstract (briefly describe the item being reviewed): Every year the Village's Boards, Commissions and Committees develop work plans for the coming year. These plans are approved by the Village Board of Trustees. Approved work plans outline activities the Village Board wants each board, commission and committee to perform. Draft plans will be submitted to the Village Manager's Office later this year for review and approval by the Village Board early next year. At the last meeting, the Commission proposed to carry over the following 2022 work plan items: a) review the effects of Madison St Road Diet, b) recommend processes to develop Vision Zero plan, and c) review neighborhood greenways for opportunities as well as adding three new items for the draft 2023 work plan - 1) develop a Vision Zero plan pending Board approval of recommended processes to create the plan, 2) improve access and address barriers to utilization of public transportation in the Village of Oak Park, 3) include criteria to reduce vehicle emissions and vehicle miles traveled.
Staff Recommendation(s): At tonight's meeting, the Commission should be prepared to discuss any additions or revisions to the proposed plan; and then vote on the recommended draft 2023 Transportation Commission Work Plan.
Supporting Documentation Is Attached

Draft 2023 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on _____

2023 Initiatives and Ongoing Projects

ENABLING LANGUAGE	PROJECT	OUTCOMES	TIME FRAME	COST (if any)
Recommendations	Continue to review the following issues brought before the Commission and make recommendations to the Village Board: <ul style="list-style-type: none"> • Parking • Traffic • Transportation related items referred by the Board from other Commissions • Various school traffic safety plans 	<ul style="list-style-type: none"> • Improved utilization and efficiency of on-street and off-street parking resources • Improved level of safety for pedestrians, bicyclists, and motor vehicles as they move about in the public right-of-way. • Improved level of safety for school children walking to and from school 	These are recurring annual projects	from Transportation Commission fund = \$3,400/year for mailing notifications + \$0/year for agenda printing costs + \$6,000/year for traffic consultant studies + \$600/year for staff webinar training
Recommendations	Recommend processes to develop Vision Zero plan and elements that should be included in the plan (carried over from the 2022 work plan)	<ul style="list-style-type: none"> • Review pedestrian and bicycle crash data on a regular basis. • Recommendations on how to and/or importance of community engagement in a Vision Zero plan. • Establish inclusive and representative processes as well as measurable benchmarks to ensure equitable outcomes. • Whether and how enforcement can best be utilized to achieve Vision Zero. 	Due by 1st quarter of 2023	
		-- continued on next page --		

Draft 2023 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on _____

ENABLING LANGUAGE	PROJECT	OUTCOMES	TIME FRAME	COST (if any)
Recommendations	Develop Vision Zero plan pending Village Board approval of work plan item to recommend processes to develop Vision Zero plan and elements that should be included in the plan	<ul style="list-style-type: none">• Recommending a Vision Zero plan for adoption by the Village Board.	Due by 4th quarter of 2023	
Recommendations	Review effects of the 2019 Madison Street corridor traffic calming project (carried over from the 2022 work plan)	<ul style="list-style-type: none">• Develop traffic calming recommendations for north-south and east-west streets adjacent to Madison Street	Due by 2nd quarter of 2023	
		-- continued on next page --		

Draft 2023 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on _____

ENABLING LANGUAGE	PROJECT	OUTCOMES	TIME FRAME	COST (if any)
Recommendations	Review of Oak Park Bicycle Plan and Neighborhood Greenways System Study to evaluate opportunities to create additional dedicated or protected bike lanes	<ul style="list-style-type: none">• Determine recommendations for locations of dedicated or protected bike lanes on streets• Determine parking impacts from new bike lanes and recommendations on revised parking restrictions• Develop 5-year implementation plan/budget• Develop updated bike plan document for presenting to the Village Board	Due by 3rd quarter of 2023	
Recommendations	Improve access and address barriers to utilization of public transportation in the Village of Oak Park	<ul style="list-style-type: none">• Identify barriers and explore options to eliminate said barriers to use of public transit.• Provide recommendations to the Village Board to improve access and address barriers to the using public transit in the Village.	Due by 4th quarter of 2023	
Recommendations	Include priority criteria to reduce vehicle emissions and vehicle miles traveled community-wide and incorporate into capital planning, operations and maintenance decisions.	<ul style="list-style-type: none">• Recommendations to the Village Board on how to achieve Climate Ready Oak Park goals to reduce vehicle miles traveled.• Recommend potential policies to help limit vehicle miles traveled.	Due by 4th quarter of 2023	

Draft 2023 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on _____

2022 Completed Initiatives as of September 2022 (no meeting in May)

ENABLING LANGUAGE	PROJECT	OUTCOMES
Recommendations	February – Review effectiveness of existing citizen petition process / system for implementing traffic calming measures and then modifying or replacing them if warranted	<p>The Commission recommended: 1) Implement a prescreening tool using crash and speed data and 2) revisions to the existing scoring criteria.</p> <p>Originally discussed over a series of 8 meetings (6 in 2021 and 2 in 2022).</p> <p>Village Board of Trustees approved this item at its September 19, 2022 meeting.</p>
Recommendations	April – Conversation on Climate as it Relates to Transportation and Provide Feedback for the Oak Park Climate Plan	The Commission discussed various strengths and weaknesses of the Village's present transportation system and then provided some possible alternatives to further enhance the existing system.
Recommendations	April – Recommend to the Village Board Revised Principles and Goals for the Village's Transportation System Network	<p>After a series of meetings where the Commission submitted and then discussed various goals, refined the list and then made the recommendation to submit the final version of the Draft Revised Principles and Goals for the Village's Transportation System Network.</p> <p>Originally discussed over a series of 8 meetings (6 in 2021 and 2 in 2022).</p> <p>Staff is submitting this item to the Village Board for review and action.</p>
Recommendations	June – Petition to install traffic calming device on the 500 and 600 blocks of N Taylor Ave.	<p>The Commission recommended: Part A: 1) deploying portable speed wagons and speed radar signs on an intermittent basis, 2) eliminate the N Taylor Ave driveway into the BP gas station, 3) install rumble strip across N Taylor Ave section between Chicago Ave and east-west alley north of Chicago Ave.</p> <p>Part B: Given recent concerns over traffic safety and public safety, especially around the periphery of Oak Park and along its busy arterial and collector lanes, the Commission recommends the Village Board direct</p>

Draft 2023 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on _____

		<p>staff to generate a systematic approach to slowing traffic and improving safety in the Village</p> <p>Village Board of Trustees approved deploying speed radar signs and installing rumble strips at its August 1, 2022 meeting. The Village Board also approved the installation of a pinch point on the 500 block of North Taylor Avenue at its September 6, 2022 meeting.</p>
Recommendations	<p>June – Recommendation to Permanently Establish Parking Restriction “NO PARKING 7AM-6PM SCHOOL DAYS” on the South Side of Jackson Boulevard from East of Ridgeland Ave to Cuyler Ave as Temporarily Approved by Chief of Police on Dec 21, 2021 through June 14, 2022.</p>	<p>The Commission recommended that this temporary parking restriction be made permanent.</p> <p>Village Board of Trustees approved this at its July 18, 2022 meeting.</p>
Recommendations	<p>July – Modify Transportation Commission’s Recommendation on Review Effectiveness of Existing Citizen Petition Process / System for Implementing Traffic Calming Measures and then Modifying or Replacing Them if Warranted to Include Changing Financial Responsibility for Speed Hump & Speed Table Measures from Special Service Area to Village</p>	<p>The Commission recommended to modify their recommendation on this work plan item to modifying financial responsibility of speed hump and speed table measures from Special Service Area to the Village.</p> <p>Village Board of Trustees approved this at its September 19, 2022 meeting.</p>
Recommendations	<p>September - Petition to Install a Traffic Calming Device on the 500 Block of South Harvey Avenue</p>	<p>The Commission recommended: 1) to install a pinch point south of the east-west alley, 2) include DO NOT ENTER signs preventing southbound traffic from entering the residential section of the 500 block of South Harvey Ave, and 3) implement either LOCAL TRAFFIC ONLY or NO THRU TRAFFIC signs going into the commercial alleys travelling east and west (perpendicular to 500 block of South Harvey Ave).</p> <p>Item is expected be reviewed by the Village Board at its November 7, 2022 meeting.</p>

TRANSPORTATION COMMISSION

Draft 2023 Work Plan for Transportation Commission

Approved by the Village Board of Trustees on _____

Recommendations	September – Review of Recommended Revisions to the Existing Overnight On-Street Permit Zones	The Commission has provided recommendations to staff over a series of 7 meetings. Transportation Commission provided their final recommendations on this item to staff at its September 27, 2022 meeting.
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Instructions for completing Work Plan

Please follow these instructions to complete your work plan:

Chart One: 2023 Initiatives & On-Going Projects

Column 1: Provide enabling language for your commission by topic. Use exact references only.

Column 2: List your 2023 Initiatives/projects you propose to the Village Board.

Column 3: Indicate what outcomes your project will produce.

Column 4: Indicate the proposed time frame for this project, including one which may be multi-year.

Column 5: If required for your project, indicate your proposed budget for this project.

Chart Two: 2022 Accomplishments

Column 1: Provide enabling language for your commission by topic. Use exact references only.

Column 2: List your 2022 Accomplishments

Column 3: Indicate what outcomes you achieved

Village of Oak Park
Department of Public Works
Engineering Division

MEMORANDUM

DATE: November 4, 2022

TO: Transportation Commission

FROM: Jill Juliano, Staff Liaison

RE: Traffic Calming Petition & Other Updates

-
- The Village has solicited proposals from our on-call engineering consultants to process the traffic calming petition. We are currently awaiting their responses. Staff will continue to process petitions until such time as a consultant is brought on board.
 - Regarding traffic data collection, a consultant is in the process of scheduling traffic data collection at six locations around the Village. The six locations will address 11 of the traffic calming petitions presently in the queue.
 - Since June 2022, the Village has received another six traffic calming petitions.
 - Commission requested staff to provide a goal on how many petitions could be brought before them for review. With current resources, staff believes 4 items per quarter would be realistic. Note: item is not the same as petition. An item could have one or more petitions included in the analysis and recommendation. This situation has occurred numerous times over the years. Once a consultant comes on board, it's anticipated the number of items processed per quarter would increase.
 - As mentioned previously, the Village has received preliminary approval of a Statewide Planning & Research Program (SPR) grant for our application to develop a Vision Zero plan. We are awaiting formal approval from the state.