



## AGENDA

**VILLAGE OF OAK PARK  
TRANSPORTATION COMMISSION MEETING  
MONDAY, JULY 8, 2024 – 7:00PM  
COUNCIL CHAMBERS – VILLAGE HALL**

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- 1) Call to Order / Roll Call
- 2) Agenda Approval
- 3) Approval of the Draft Transportation Commission Meeting Minutes
  - 3.1) May 13, 2024 Draft Transportation Commission Meeting Minutes
- 4) Non-Agenda Public Comment – up to 15 minutes

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](mailto: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 120 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) Kickoff Meeting for the Update to the Oak Park Bike Plan and Neighborhood Greenways System Study Documents (2024 Transportation Commission Work Plan Item)
- 6) Old Business
  - a) None
- 7) Adjourn

DRAFT Meeting Minutes  
Transportation Commission  
Monday May 13, 2024 – 7:00 PM  
Council Chambers - Village Hall

1) Call to Order

Staff Liaison Jill Juliano called the meeting to order at 7:02 PM.

Roll Call

Present: Jack Eskin, Jenna Holzberg, Julie Johnston-Ahlen, Chair Rob Burke

Absent: Jack Jenkins, Jason Nudelman

Staff: Staff Liaison Jill Juliano, Village Engineer Bill McKenna, Steve Pautsch- Village Consultant from Civiltech,

2) Agenda Approval

Commissioner Holzberg made a motion to approve the agenda and it was seconded by Commissioner Johnston-Ahlen. The motion was approved by a unanimous voice vote of 4 to 0.

3) Approval of the Draft Transportation Commission Meeting Minutes

3.1) March 11, 2024 Draft Transportation Commission Meeting Minutes

Commissioner Eskin made a motion to approve the draft March 11, 2024 Transportation Commission meeting minutes and seconded by Commissioner Johnston- Ahlen. Motion was approved by a unanimous voice vote (4 to 0) with no changes to the minutes.

4) Non-Agenda Public Comments – up to 15 minutes.

One non-agenda comment from Michael Jones, with a complaint regarding parking, would like to speak to the proper channels regarding finding parking spaces in front of his home. Spoke with Takeshi and was told to come to the Transportation Commission to start there.

5) New Business

5a) Petition to Implement Traffic Calming Measures at the Intersection of Home Avenue and Jackson Boulevard

Steve Pautsch, consultant from CivilTech Engineering presented traffic speed and data near this intersection. Traffic data was collected showed the majority traffic is traveling through the intersection instead of turning,

- pedestrian volumes do not coincide with the peak rush times.
- Average daily traffics shows more volume down Home Ave
- 85% of drivers are going at speed limit or slower.
- Critical crash rate

CivilTech and staff recommendations include:

- Additional police enforcement at the intersection due to non-compliance at stop signs,
- Install supplemental back-to-back stop sign panels on left side with existing stop signs.
- Red retroreflective light strip on the east leg post.

Home Ave is a Bike Boulevard and Neighborhood Greenway street with reduced speed limits to 20 mph, enhance bike markings, paint and post chicanes, installed north and south of Jackson Blvd

Public Comment:

Lauren Hyde resides on the 800 block of Home Ave, constantly hears yelling and seeing near misses. She has witnessed drivers go through stop signs. Asking for structural change to have drivers slow down so residents may feel safer.

Charles DeVore resides on the 800 block of Home Ave, he agrees with Steve Pautsch with the recommendation presented. He is concerned about the kids walking to and from school.

Ryan Middlebrook on the 700 block of Home Ave, has experienced near misses and feels there is a lack of laws at this intersection. Funeral traffic has been an issue as well where drivers will swerve and go around causing near accident.

Jeremy Adams resides on the 700 block of Home Ave expressed his concerns at the corner of Home and Jackson. He would like to emphasize the main issue is on Jackson Blvd. His would suggest having physical barriers would be more beneficial other than visuals.

Steve McFarlin resides on the 800 block of Home Ave. He suggests using physical barriers as well instead of just visual, also suggests a crossing guard, or speed hump to slow traffic.

Meaghan O'Brien 700 block of Home Ave, on the corner of Jackson and Home there is a day-care and she would like to see the intersection crossing shortened so pedestrians have shorter distance to cross.

Commissioner Eskin asked why there is no stop light at this intersection or HAWK signal for pedestrians, Steve Pautsch commented if a HAWK signal was added we would need to remove all the stop signs.

Village Engineer Bill Mckenna gave a brief explanation on why a traffic signal is not able to put in due to more warrants and compliances. Village Engineer Bill Mckenna states they are trying to coordinate with funeral homes to work out a better route for funeral processions so the Village can limit the amount of traffic in that area.

Chair Burke suggested additional recommendations:

- Flashing stop signs at the intersection
- Speed bumps or speed tables in the middle of the street
- Stationing of a crossing guard at the intersection by District 97

Village Engineer McKenna stated speed tables in the middle of the street would not be allowed under current policy.

Commissioner Eskin made a motion to accept staff's recommendations with addition of 1) the installation of a speed table at the intersection of Home Ave and Jackson Blvd, 2) adding flashing lights to the stop signs, 3) engaging District 97 about deploying crossing guards at the intersection, and 4) permanent speed sign feedback at the intersection. Commissioner Holzberg seconded the motion.

The roll call vote was as follows:

Ayes: Eskin, Holzberg, Johnston-Allen, Chair Burke

Nays: None

The motion was passes unanimously with a vote of 4 to 0.

5b) Information Regarding the Transportation Commission's Recommendations for the 900 Block of Home Avenue Traffic Calming Petition.

Staff Liaison Juliano gave a brief overview of the Transportation Commission's recommendation for this intersection. Village Engineer McKenna does not disagree with the intent of these recommendations, yet there will be some concerns with future projects. The Village has already installed bump outs last year but with tabling the intersection the cost would be around \$170,000. There is a feasibility issue as the street is very flat but the Village would need to raise the street about 2 inches from existing conditions without adding substantial costs and artificial low spots in the roadway.

The Village had concerns about the cost of that magnitude and actual effectiveness of a possible speed table when we are looking at doing a new design of the Home Ave bridge with all new entryways, potential realignments of the bridge, completely reconstructing the roadways in this area that would allow us to table the intersection with that much larger project. We wouldn't want to do it with that sizable cost with minimal effect when we'll be ripping it out in a few years to redo it as part of the future Home Ave bridge project. So, we don't want to move forward with that at this time.

6) Old Business

None

7) Adjourn

With no further business, Commissioner Holzberg made a motion to adjourn the meeting. It was seconded by Commissioner Johnston-Ahlen. The motion was approved by a unanimous voice vote of 4 to 0.

The meeting was adjourned at 8:53 PM

Submitted by,

Anita Bahena

Administrative Assistant.

**Village Of Oak Park**  
**Transportation Commission Agenda Item**

<b>Item Title:</b> Kickoff Meeting for the Update to the Oak Park Bike Plan and Neighborhood Greenways System Study Documents (2024 Transportation Commission Work Plan Item)
Review Date: <u>July 8, 2024</u>
Prepared By: <u>Jill Juliano</u>
<b>Abstract (briefly describe the item being reviewed):</b> <p>In 2008 the Village adopted the Bike Plan and in 2015 the Village approved an Addendum to the Bike Plan to focus on the Neighborhood Greenway system and Bike Sharing. Earlier this year, the Village approved a contract with Sam Schwartz to prepare another update and addendum to the Oak Park Bike Plan documents.</p> <p>This update will generally identify prospects for additional streets for on-street bike facilities; look for opportunities to further enhance existing or planned bike facilities for upgrades to bike lanes or protected bike lanes; and for exploring what a bike share system may look like in the Village considering changes in bike sharing industry for dockless options, e-bikes, and Cook County initiatives.</p> <p>Public input will be gathered at public meetings, using the Village's website, and through engagement with stakeholder groups and focus groups including the Park District and the various school districts.</p> <p>It's anticipated the Transportation Commission in collaboration with the Plan Commission will host meetings related to this bike plan update, provide guidance, review draft documents, and ultimately make final recommendations to the Village Board for the overall update to the Bike Plan.</p> <p>At tonight's meeting the consultant Sam Schwartz will present the framework for this project including scope, timeline, and community engagement. Existing conditions and bike related information already obtained from Vision Zero feedback will be presented; as well as asking for input from the Commission.</p>
<b>Staff Recommendation(s):</b> <p>None, as this is the initial meeting regarding Oak Park's bike plan update.</p>
Supporting Documentation Is Attached



# Oak Park Bike Plan

2024 Update

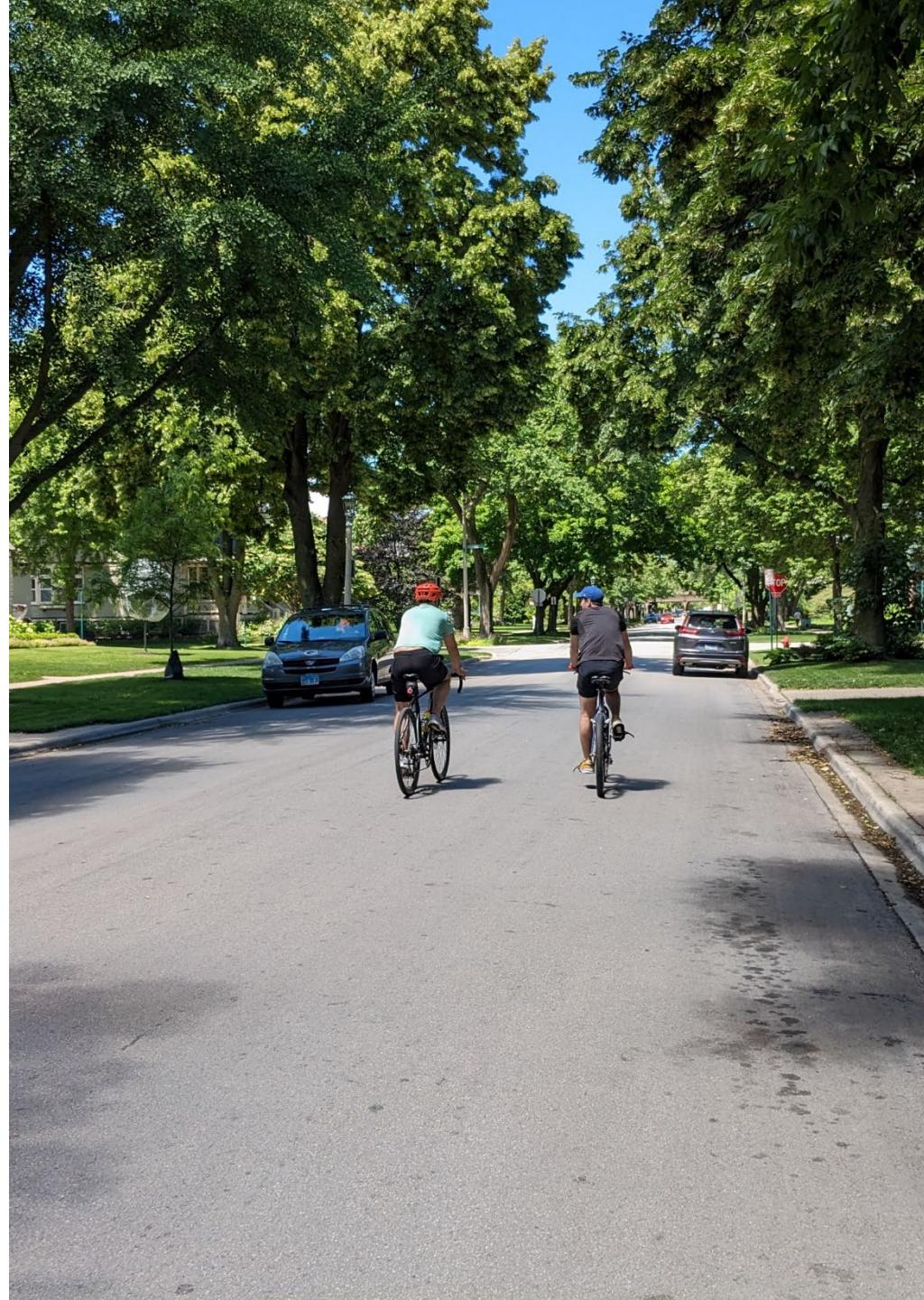
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## Transportation Commission Meeting

8 July 2024



**Sam  
Schwartz**  
A TYLin Company



# Bike Plan Update Process

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## Project Scope:

- Review past plans and design guidance
- Community and stakeholder engagement
- Evaluate bicycle network and design updates, including Neighborhood Greenways and protected bike lanes
- Evaluate bikeshare operational models and expected demand
- Develop project prioritization matrix and recommendations

## Timeline:

- September: Initial recommendations ready for budget conversations
- Mid-Fall: Final report completed

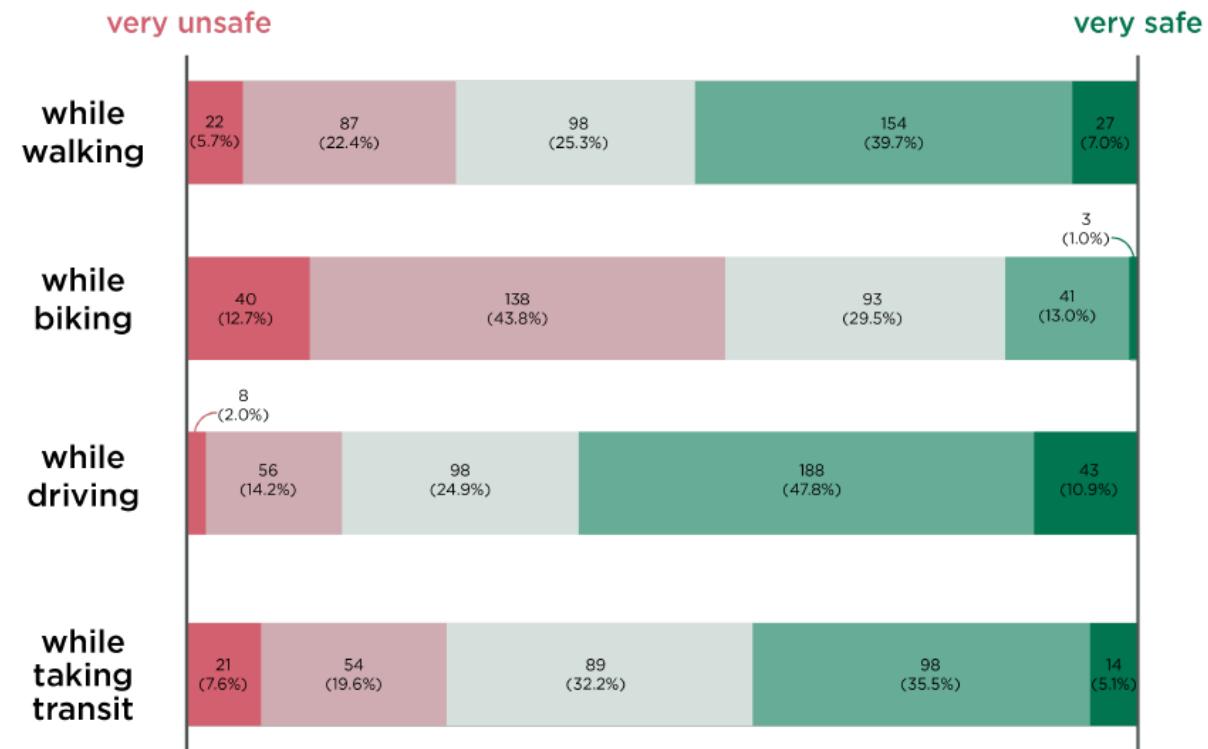


# Community Engagement

## Vision Zero Plan Feedback:

- More than 62% of survey respondents indicated they bike.
- However, several residents said that they've stopped biking or opted to drive instead due to safety concerns.
- Survey results show that, compared to all modes, **residents feel the least safe cycling**.
- More than 40% of all survey comments were about feeling unsafe or unprotected while cycling.

## How safe do you feel while traveling?



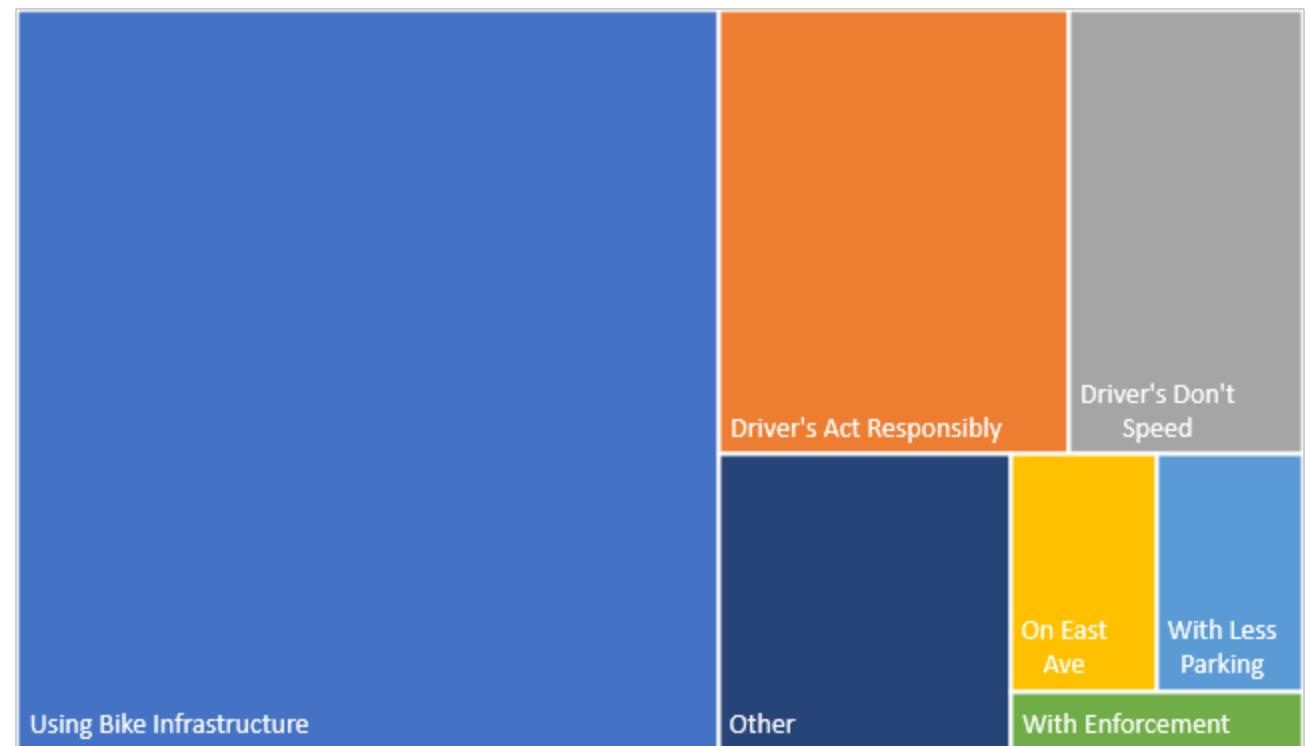
# Community Engagement

## Vision Zero Plan Feedback:

- Desire for protected bike lanes
- Strong interest in north-south-routes
- Desire for a more consistent network
- Consideration for families and kids who bike
- Desire for more 4-way stops
- Concern over traffic during rush hour
- Concern over driver behavior, especially speed

## I feel safe on Oak Park streets when...

- Using Bike Infrastructure ■ Driver's Act Responsibly ■ Driver's Don't Speed  
■ On East Ave ■ With Less Parking ■ With Enforcement  
■ Other

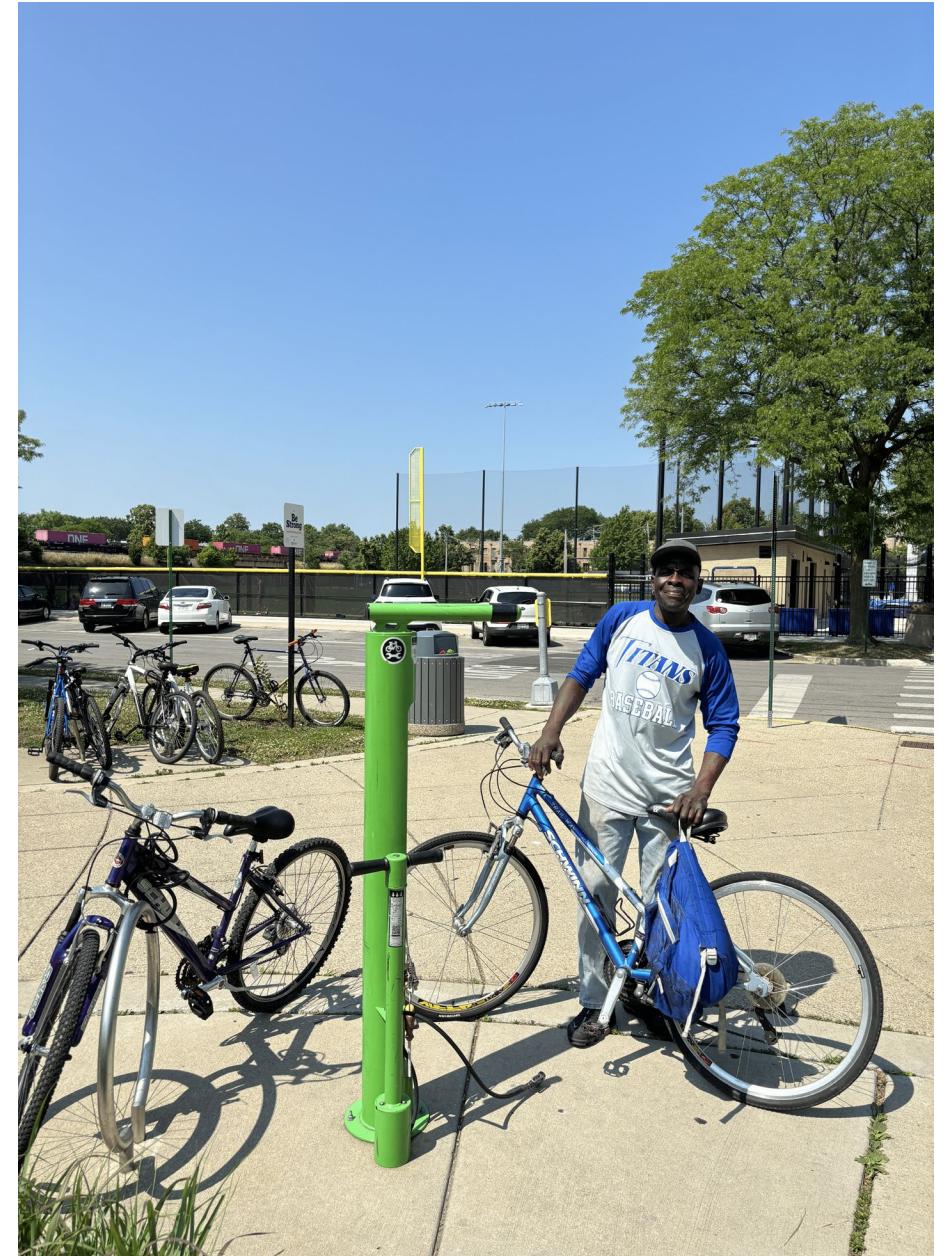


# Community Engagement

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## Bike Plan Update Engagement Strategy:

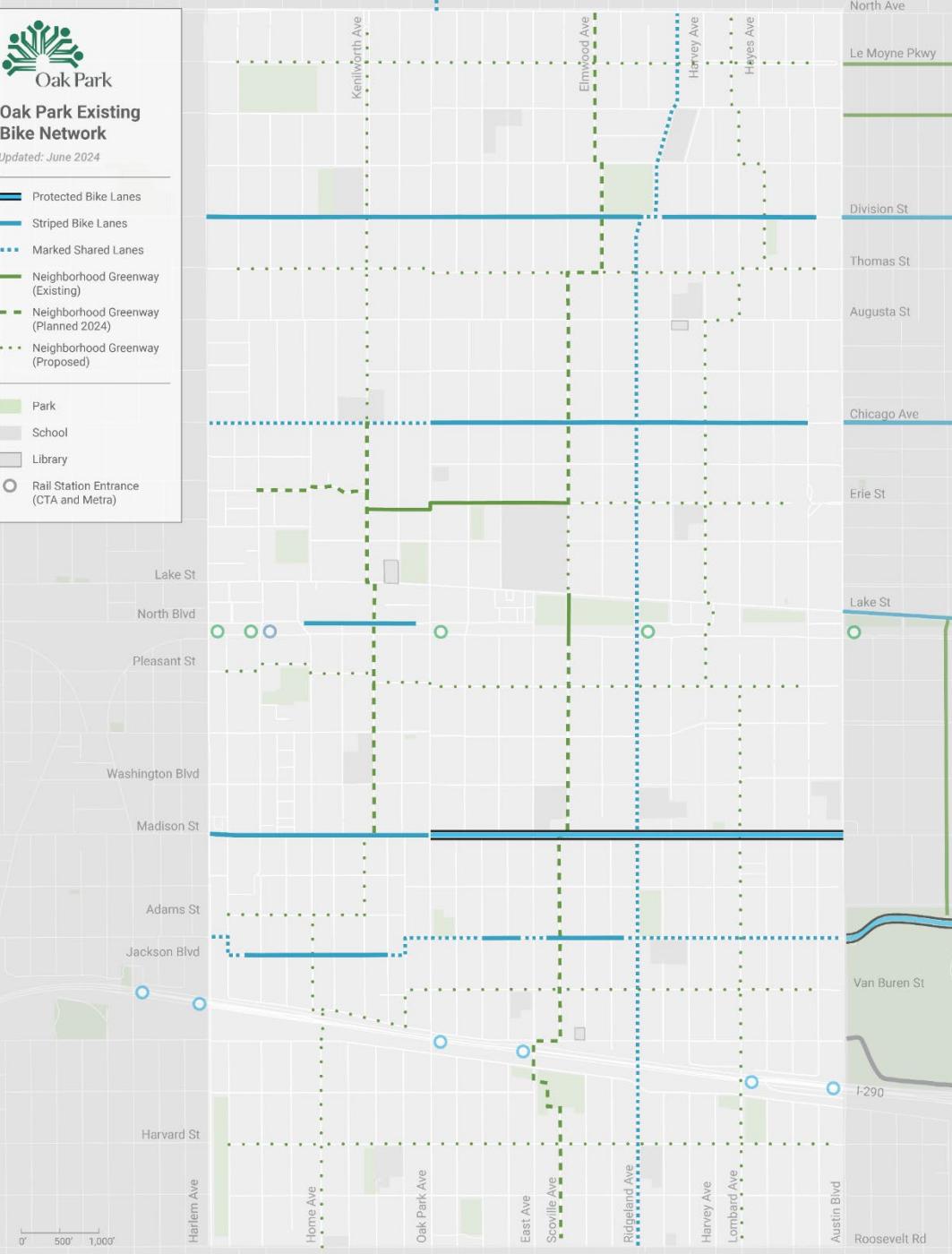
- Engage Oak Park project page, with survey, feedback map, and ideas page
- Stakeholder conversations (parks, school district, fire department)
- Focus groups
- Open house



# Existing Conditions

## Existing Bicycle Facilities:

- A mix of protected, striped, and marked facilities
- East/West vs. North/South
- Low stress vs. most direct



# Existing Conditions

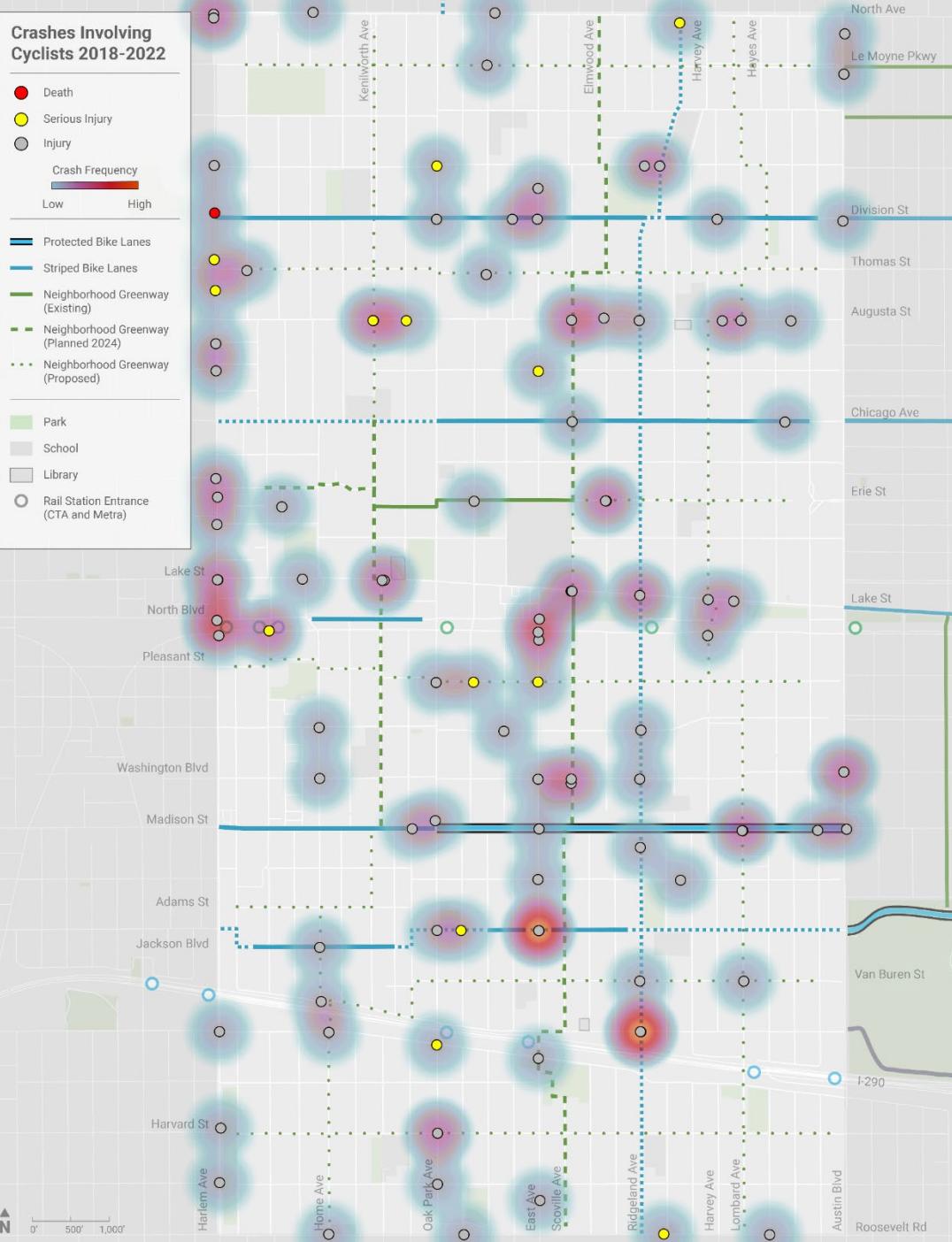
## Crashes:

Between 2018-2022:

- 1 cyclist killed
- 13 cyclists seriously injured
- 99 cyclists with non-serious injuries

While bicycle crashes were just 1.5% of overall crashes, they account for 12.3% of all fatal or serious injury crashes.

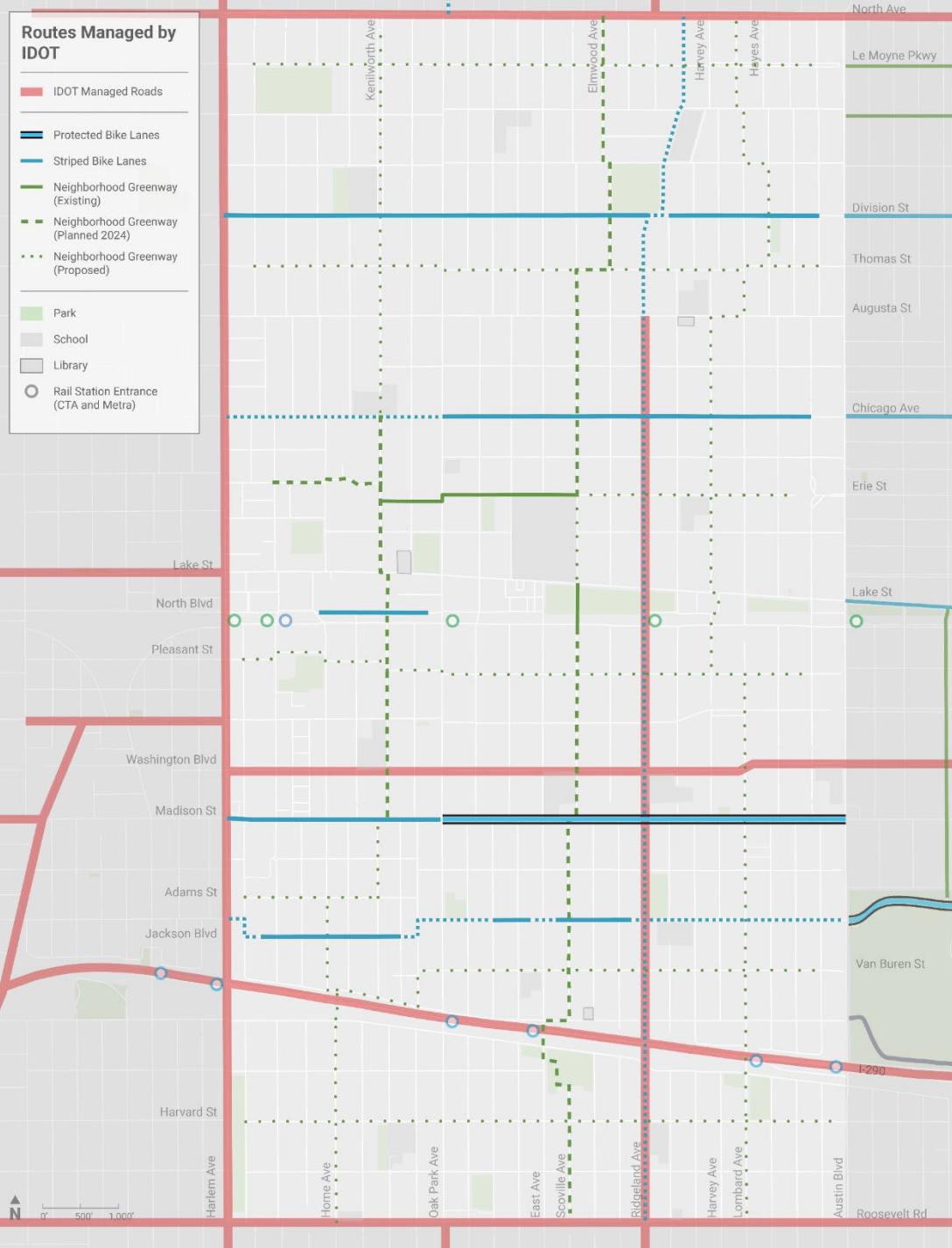
Turning movements account for 45% of bicycle injury crashes (left turns particularly dangerous).



# Existing Conditions

## IDOT Routes:

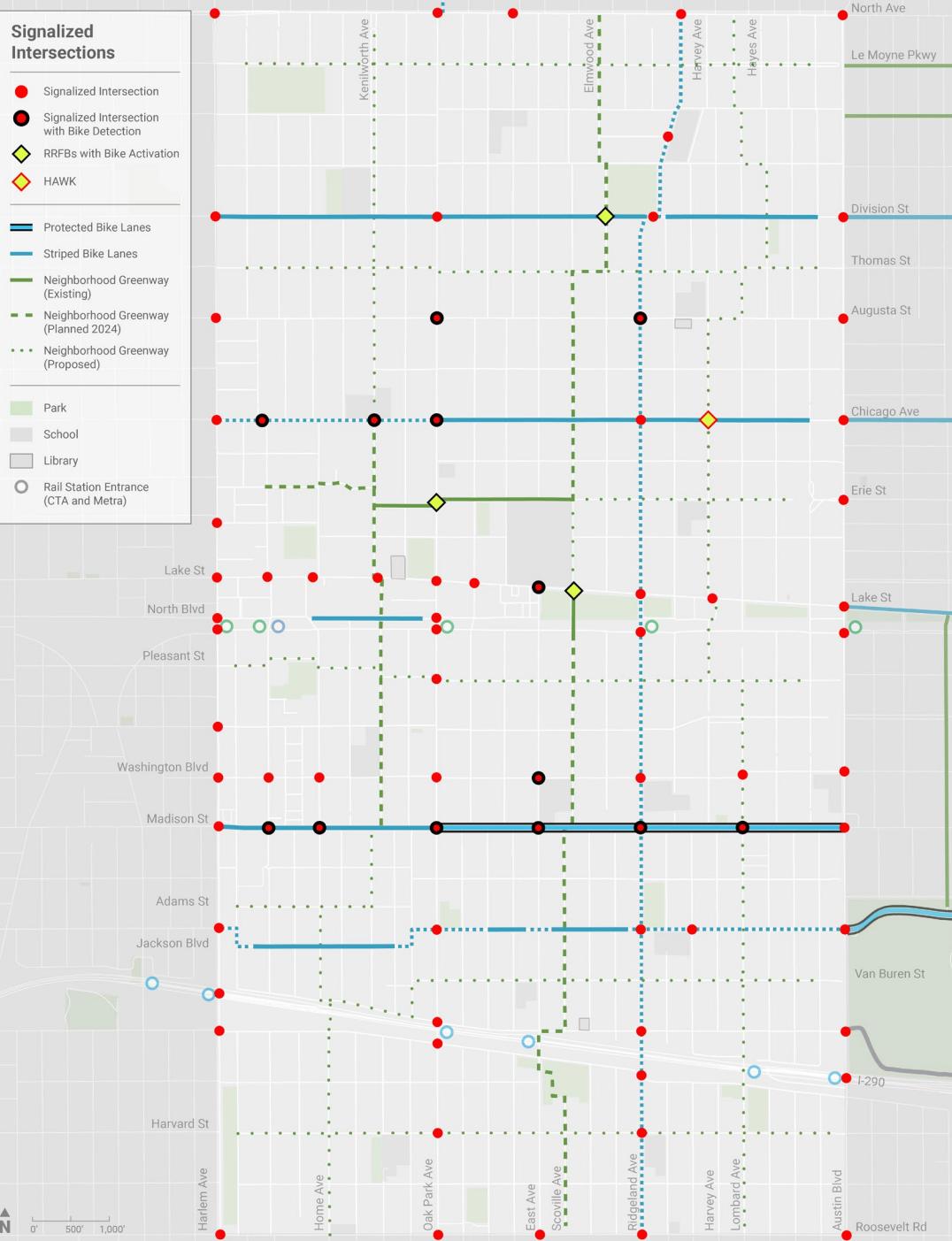
- Bikeway improvements on IDOT routes are possible but can be potentially more complicated.
- Currently a separate project evaluating Ridgeland bikeway upgrades.



# Existing Conditions

## Signals:

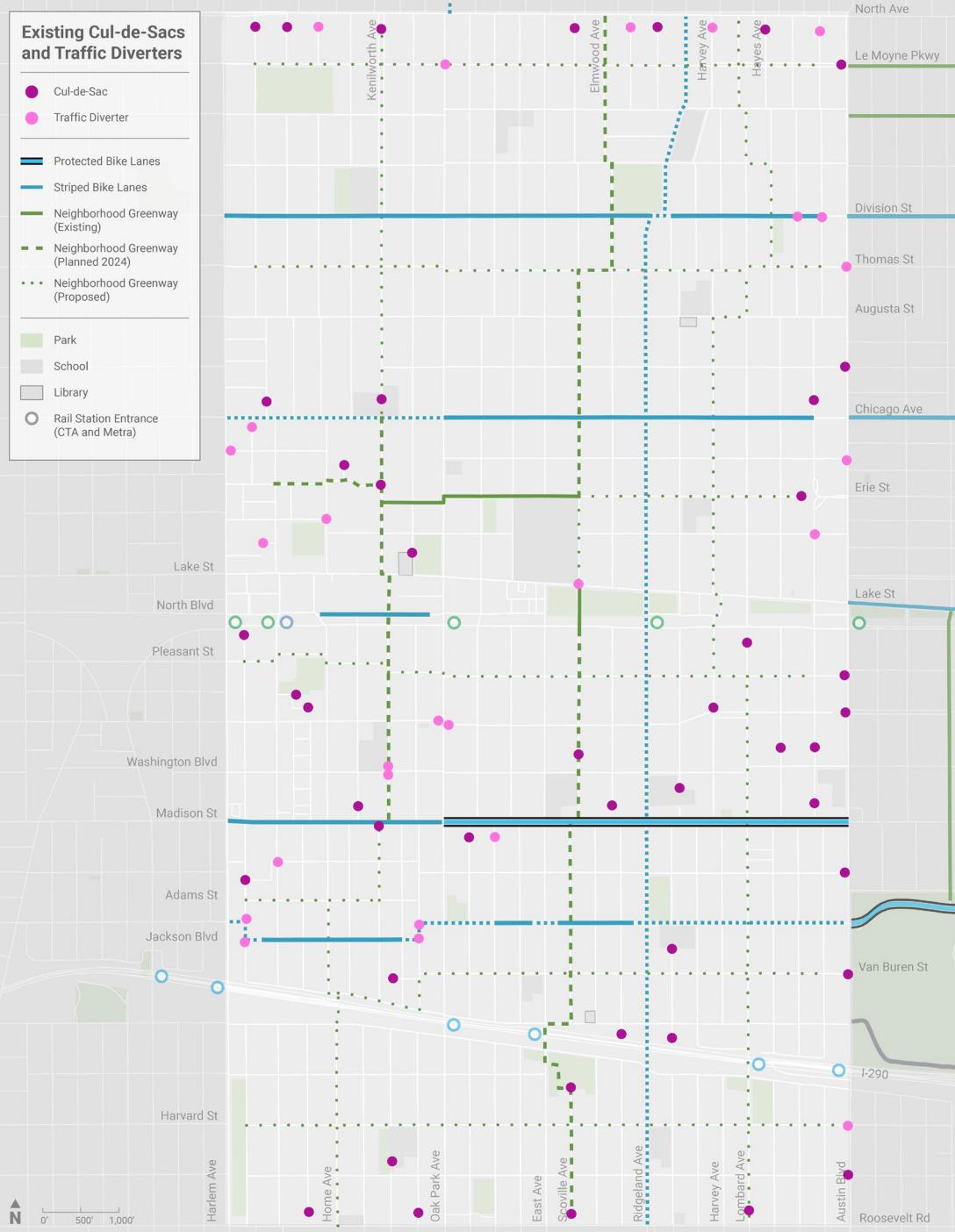
- Signals can make crossing busy intersections easier for cyclists (though they are often on higher-volume streets)
- 6 existing signals have bicyclist detection
- 3 RRFBs and 1 HAWK with bike activation
- Oak Park has 17 more RRFBs that do not currently have bike activation



# Existing Conditions

## Cul-de-Sacs and Diverters:

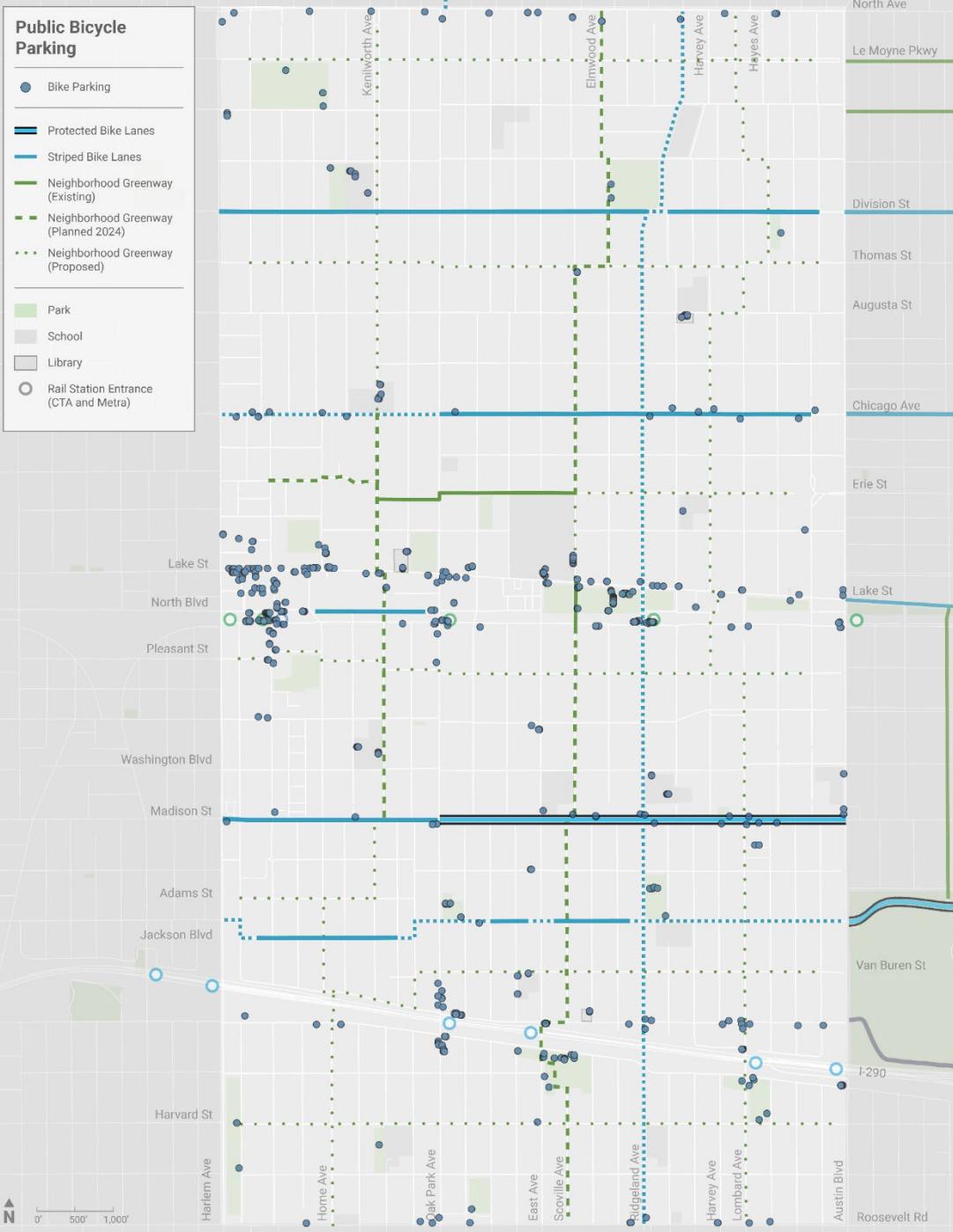
- Can help reduce or calm traffic, creating lower-stress bike streets



# Existing Conditions

## Bike Parking:

- Strong concentrations in commercial districts as well as at parks and some schools
- Working to pull together most accurate data, including shelters



# Feedback & Ideas

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## Questions for Commissioners:

- What are the key project outcomes?
- What streets are most and least comfortable to bike on?
- What are intersections that most concern you?
- What are key network gaps?
- What will be important to know to evaluate bikeshare feasibility?

