

DRAFT 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

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