

DRAFT Meeting Minutes
Transportation Commission
Monday, August 22, 2016
Council Chambers – Village Hall

Call to Order and Roll Call

Chair Jack Chalabian called the meeting to order at 7:00 PM.

Present: Jack Chalabian, Kyle Eichenberger, Michael Stewart, Mark Patzloff, Will Gillespie

Excused: Joel Schoenmeyer, Craig Chesney

Staff: Mike Koperniak, Jill Juliano, Mary Avinger

There was no non-agenda public testimony.

Approval of Tonight's Meeting Agenda

Commissioner Gillespie motioned to approve the agenda as presented and was seconded by Commissioner Patzloff. The motion was approved by a unanimous voice vote.

Approval of the Draft June 27, 2016 Meeting Minutes

Commissioner Stewart motioned to approve the draft June 27, 2016, Transportation Commission meeting minutes and was seconded by Commissioner Patzloff. The motion was approved by a unanimous voice vote.

PETITION FOR ALL-WAY STOP SIGNS AT GROVE AND BERKSHIRE

Jill Juliano gave a presentation on the petition the Village received for all-way stop signs at Grove and Berkshire which included an overview of the petition and the reasons for submitting. The presentation included maps and outlining other traffic controls in the area including stop signs and where crossing guards are posted during arrival and dismissal times for Mann school. Jill spoke about the traffic study done on June 2nd this year to check the average speeds over a 24 hour period.

Commissioner Stewart asked if area was in a school speed zone and Jill responded no it wasn't.

Chair Chalabian asked about how people walk to Mann school and thinks people are walking down Berkshire to Kenilworth. He questioned Jill Juliano about why the Village is recommending not putting up stop signs. Jill responded that stop signs will not slow

down speeds and they will have issues with people driving between intersections with consecutive stop signs and not fully stopping.

Chair Chalabian spoke about the safe walk to school routes and feels they are ineffective and should be reviewed because routes are not convenient and spoke about the Thomas and Lombard intersection. Chair Chalabian thinks the routes for Mann school should be reviewed and supports all-way stop signs. He stated looking at increasing enforcement and waiting for traffic calming incentives is initial means in terms of pedestrian traffic generators and how they all interact.

Commissioner Eichenberger asked about alternating stop signs and looking for studies on driver anticipation. Jill responded that she thinks it may have to do with the crash rate but would have to look into it.

The discussion continued with the Commission about Mann school boundaries, the safe walk route map, and how many students come to the school from the east.

Commissioner Stewart spoke about his views on rolling stops along Fillmore and thinks that speed humps or bumps might work.

Commission Gillespie asked if there was concern that stop signs would hinder traffic or be detrimental and Jill responded no, because it's not like the traffic situation on Washington, Harrison, or Jackson.

The floor was opened to public testimony.

Mary Rinder of 923 N. Grove stated she has lived in the Village 29 years and never heard a crash on Grove but hears a lot of near misses on Oak Park Ave or Division. Ms. Rinder thinks the number of stop signs really increased and thinks the only time traffic is an issue is when Oak Park Ave. has work. She thinks all-way stop signs will not work and will cause more pollution and congestion.

John McIlwain of 1046 N Grove stated he's lived on the southeast corner of Grove and Berkshire for 19 years and supports the all-way stop signs. Mr. McIlwain stated there is a speeding problem, especially when Oak Park Ave was being resurfaced and there are lots of kids in the area.

Ryan Monroe of 1031 N. Grove stated he has two young kids and agrees there are lots of kids on his block and has witnessed speeding. Mr. Monroe supports the installation of all-way stop signs.

Craig Johnston of 1015 N Grove stated he has two kids and sees lots of kids outside in the street on skateboards or bikes. Mr. Johnston is in favor of the all-way stop signs and said work on Oak Park Ave increased traffic a lot and people used Berkshire as a cut-through.

Jim Houston of 1007 N Grove stated that he sympathizes with parents with young kids and that 30 years ago it was five kids on the block and now it seems closer to 50. Mr. Houston said there are lots of drivers frustrated with Oak Park traffic and use Grove or Kenilworth to speed up to Division or Greenfield. He feels the Village should be more cautious and should reconsider installing the all-way stop signs or use reverse stop signs as an alternate.

Public Testimony was closed out.

Jill Juliano stated the Village received 11 letters as written testimony with ten letters in support of all-way stop signs and one letter was unsure. Jill then used a chart to illustrate points for and against installing all-way stop signs.

Commissioner Stewart stated he hears residents that traffic uses streets to bypass Oak Park Ave traffic. He doesn't think stop signs will address this issue and there should be other alternatives to address issue.

Commissioner Gillespie stated he doesn't think they can be convinced stop signs are not a good idea. He also thinks stop signs are a little confusing and doesn't like over-signage. However, Commissioner Gillespie thinks stop signs should be installed and doesn't think speed between blocks will increase.

Commissioner Patzloff stated that he wonders if signs will increase the problem with Grove being parallel to Oak Park Ave. but sympathizes with the residents. He stated the toolbox will take a year or more but petition needs action sooner. Commissioner Patzloff also thinks signs will help safety on the street but is torn which way to go.

Commissioner Eichenberger agreed with Commissioner Gillespie and stated the biggest concern is how to get pedestrians to pay attention. He also stated that he thinks crosswalks at the intersection will help but understands reasons for not installing stop signs. However, stop signs are easiest way to get drivers vigilant.

Chair Chalabian stated he understands where residents are coming from and that the quickest solution is to add stop signs. He spoke about full, rolling, and partial stopping traffic. Chair Chalabian went on to say that residents are looking for a solution and that he supports the all-way stop signs and gave his reasons why. He thinks the walking routes are fatality flawed and not working and mentioned again that residents are looking for the quickest route.

Commissioner Gillespie motioned to approve all-way stop signs at Berkshire and Grove with consideration that there may be other alternative traffic calming strategies that could better address speeding and should be implemented, and to install continental crosswalks on all four approaches at Berkshire and Grove. The motion was seconded by Commissioner Eichenberger. The voice vote was as follows:

Ayes: Chalabian, Gillespie, Patzloff, Eichenberger

Nays: Stewart

The motion passed four to one.

CONTINUED DEVELOPMENT OF A TRAFFIC CALMING TOOLBOX

Mike Koperniak gave a presentation on continuing the development of a traffic calming toolbox beginning with background information on the Commission's progress. The objective at the meeting is to review the draft scoring system developed in previous sessions compared to the petitions that have been submitted and reviewed by the Transportation Commission in recent years. The presentation went over the scoring points for each measure to see if the Commission wished to refine the points granted based on the particular measure.

A discussion took place about scoring for negative support, accepted level of resident response in and out of the petition zone, and various possible scenarios for scoring.

Mike Koperniak also went over the two scoring tables for 51% and 75% of signed petitions.

The discussion among the Commission then turned to Mike's table that broke down the criteria detail for each of the measures. The Commission discussed how to score crashes based on the minimum or maximum number of crashes. It was decided based on the number of crashes in 36 months that 1-3 crashes would earn 5 points, 4-6 crashes would earn 10 points, and 7 and above would earn a maximum of 15 points with an additional 5 points earned if a pedestrian or cyclist was hit in the crash. The Commission agreed the scoring for vehicle speed was okay.

Jill Juliano spoke briefly about data collected on streets for vehicle volume and how measurements are only for residential streets. The Commission continued discussing adjusting scoring for vehicle volume and felt numbers are too high for residential streets and that they should come back to this after looking at more data.

The Commission determined scoring for Pedestrian Traffic Generators and Bike Route/Non-Bike Routes were okay and the scoring for Community Interest was previously discussed.

Mike Koperniak continued the discussion looking over the scoring example for the all-way stop signs at Thomas and Lombard where the total points after scoring was 46. Mike suggested when changing Crash History and rescoring other examples that the scoring would change.

Commission Gillespie asked about the scoring example for the traffic calming device on the 1200 block of Woodbine and if churches, parks, and schools for example, were taken into consideration. Chair Chalabian responded about what is in the area and other scenarios in other parts of the Village including Highland and Roosevelt and a night club present on the Berwyn side. Mike Koperniak stated they can look at the Vehicle Volumes and will plug in the information at the next week.

Mike stated that the meeting in September will be on the Y2, Y3, and Y4 zone study and the Commission's work plan is due in October. The October meeting may be on the stop sign petition received for Monroe and Wenonah. Chair Chalabian suggested following up on the toolbox at the meeting in October to get it finished this year.

Commissioner Patzloff motioned to adjourn the meeting and the motion was seconded by Commissioner Stewart.

The voice vote was unanimous to adjourn the meeting.

The meeting was adjourned at 9:01 PM.

Respectively submitted

Mary Avinger

Mary Avinger,
Administrative Secretary