

DRAFT Meeting Minutes
Transportation Commission
Monday, July 31, 2017
Council Chambers – Village Hall

Call to Order and Roll Call

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

Present: Jack Chalabian, Kyle Eichenberger, Roya Basirirad, Michael Stewart, Craig Chesney, Joel Schoenmeyer

Excused: James Thompson

Staff: Bill McKenna, Mike Koperniak, Jill Juliano, Mary Avinger, Chief Ambrose, John Youkhana, Tammie Grossman

There was no non-agenda public testimony.

Approval of Tonight's Meeting Agenda

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

Approval of the Draft June 26, 2017 Meeting Minutes

Commissioner Schoenmeyer motioned to approve the draft June 26, 2017, Transportation Commission meeting minutes as presented and was seconded by Commissioner Stewart. The motion was approved by a unanimous voice vote.

REVIEW OF PARKING AND TRAFFIC RELATED IMPACTS OF THE RUSH OAK PARK HOSPITAL PLAN DEVELOPMENT APPLICATION

Chair Chalabian explained how public testimony works to the audience and stated no formal decision would be made tonight; the Commission makes recommendations but the final decision is made by the Village Board of Trustees.

The presentation began with an introduction of the speakers - Lenny Assaro, Oak Park Hospital attorney, Bruce Elligan, Rush Oak Park President, Dave Mikos, of Mikos Architects, and Louie Abouna of KLOA. Bruce Elligan began speaking about the history of the hospital and the intentions of replacing the current emergency department with a new emergency department. Dave Mikos began the power point presentation speaking about architecture before Louie Abouna gave the presentation on the traffic impact.

Commissioners were asked for comments or questions.

Commissioner Chesney asked is there any type of signal on Madison for ambulances and Bill McKenna responded no.

Commissioner Stewart asked if the cul-de-sac will be at the same location as the diverter, and Bill McKenna responded yes. He also asked if there will be a bike cut-thru in the cul-de-sac and Bill McKenna also responded yes. Commissioner Stewart asked about Maple and Madison traffic being backed up on westbound Madison and Louie from KLOA explained how they will address this.

Chair Chalabian asked KLOA about table 4 on page 34 and why the level of service wasn't downgraded from D to F.

There were questions and answers about the level of service and a brief discussion about the left turn lane on Madison, traffic demand, and employee parking took place.

Commissioner Chesney asked why other streets like Monroe or Adams weren't looked at for parking and Louie Abouna responded.

Chair Chalabian asked what the parking plan is for overflow parking and what the capacity is. Bruce Elligan spoke about two other proposals currently happening: 1. Remove houses on Wenonah and add 60 spaces and 2. Work with ComEd to relocate their substation.

Village Engineer, Bill McKenna, gave a presentation on geographical traffic impacts starting with the northeast corner of Wisconsin and Madison and going clockwise around the site.

Chair Chalabian asked how drivers leaving the hospital would get to Harlem and if there were any similar situations to this and Bill McKenna explained they would have to use Monroe to Harlem and mentioned the similarity of the new Maple Ave by the Emerson development and how it intersects with Lake Street and is close to Harlem Avenue. Chair Chalabian also asked about if staff worked with IDOT to synchronize traffic signals for optimal traffic flow at Madison and Harlem and Bill McKenna responded that IDOT didn't want to change signals at this time and probably won't change them until the I-290 expansion is complete.

Commissioner Eichenberger asked about opening Wisconsin to traffic on hospital property and Bruce Elligan explained the gate is there because the residents requested it.

Bill McKenna went on to speak about traffic patterns at Madison and Maple and showed staff's idea for a long westbound left turn bay on Madison.

Commissioner Eichenberger asked if staff reached out to businesses, especially Al's Grill which would have the biggest parking loss and Bill responded yes.

Bill McKenna also went over each of the intersections of Madison and Wisconsin, Madison and Maple, and Maple and Monroe. He explained there are four properties north of the proposed cul-de-sac that would be impacted and the option to eliminate southbound traffic on Maple. Bill explained that the recommendation from the Commission would be taken to the Plan Commission before going to the Village Board of Trustees. He also spoke about cul-de-sac and that there were no big staff problems from police, fire, or public works.

Commissioner Schoenmeyer asked if any thought was given to a 24/7 no left turn for northbound Maple at Madison and Bill McKenna responded that the real concern is during pm peak hours but this could be looked at in a follow up study.

Commissioner Chesney asked about parking near ComEd substation and hospital staff responded.

Commissioner Basirirad asked how many more patients can be served and hospital staff responded the new emergency department will be able to serve 50,000 patients per year, currently only 15,000 per year are served.

Commissioner Stewart asked if staff looked at Monroe at Harlem and Bill McKenna responded yes and that if it was a right turn only restriction then there would be no way to get west or south.

Parking Services Division Manager, John Youkhana, spoke about parking loss, how overnight parking was the main concern, and how the hospital is willing to work with the Village to develop alternative parking.

A discussion about overnight parking and daytime parking on Maple, and current and future plans for parking by the ComEd substation took place.

Chair Chalabian asked how parking for businesses and the church on the north side of Madison between Wisconsin and Maple would be affected and John Youkhana responded that they wouldn't be. Chair Chalabian also asked how would the left turn bay affect the businesses and Bill McKenna responded that they are trying to preserve as many spaces as possible and can look at having better signage to warn drivers.

The floor was opened to public testimony.

Val Gee of 605 S Maple spoke about driver's frustration at Maple and Monroe. Mrs. Gee questioned how garbage trucks, delivery trucks, and Pace busses get in and about. Mrs. Gee stated it is hard to get out on Harlem from Monroe and that it's dangerous and stated she thinks it would be better to divert traffic to Wisconsin.

Jeff Gee of 605 S Maple stated he sees the same problem with garbage trucks currently going through the diverter and uses his driveway to turn around and back up. He

mentioned that garbage is picked up in front and also questioned how the trucks are supposed to get out. Mr. Gee stated he thinks the cul-de-sac should be moved up to Monroe.

Mark Johnson of 628 Clinton stated he's lived in the Village 35 years and was surprised to see parking analysis and thinks it's flawed with no estimation of increase and no trip generation study. Mr. Johnson stated when the Medical Arts building was built the same traffic study was done and didn't account for increased traffic. He feels the Village and residents were taken advantage of.

Tom Adams of 632 S Maple stated he lives at the corner of Maple and Adams and is in support of the cul-de-sac. Mr. Adams stated currently there is a significant non-compliance of the diverter creating a safety issue. He mentioned it's not just passenger cars but school busses, taxis, and Village trucks that drive through the diverter.

Michael Bassett of 625 S Maple stated he agrees with Mr. Adams and he has yelled at people for driving through the diverter. Mr. Bassett thinks the cul-de-sac is the best option because it's a learned behavior. Mr. Bassett mentioned that it is hard to get to his house and people also turn around in his driveway.

Carol Buer of 641 S Maple unit H stated her dining room faces Maple and Adams and there are 10 children in her building that cross the street to get to the school bus stop and it is a safety issue with cars driving through the diverter. Ms. Buer spoke of difficulty parking in her garage when cars speed through the alley.

Rob Reinert of 630 S Maple stated he has kids with special needs and cars speed through the diverter even with it being illegal to go south on Maple and he can't let his kids play in the yard due to safety. Mr. Reinert also spoke about his kids being picked up by the school bus. He stated he supports the cul-de-sac.

Michael Weik of 626 S Maple stated he drafted a letter for the Commission in favor of the cul-de-sac and spoke about when the Medical Arts building was built. Mr. Weik spoke about kids on the west side of the street not having a back yard to play in and witnessing cars speeding through the stop sign and two kids on bikes being hit. He thinks the cul-de-sac will stop traffic coming south and that traffic could be diverted to Wisconsin where traffic could safely turn left or right onto Madison.

Marilyn McManus of 407 Wisconsin spoke about Madison Street traffic and believes no one will pay attention to the no left turn during rush hours and that if cars turn right people will turn left onto Wisconsin to find a diverter that still sends them east and they will try to go around it. Ms. McManus stated she would like the Commission to expedite the installation of the traffic signal at Wisconsin and Washington.

Sarah Gee of 605 S Maple stated that she has even gone around the diverter and doesn't think the cul-de-sac will work and that it is just a temporary fix because it doesn't fix the traffic problem on Monroe. Ms. Gee feels there is no safe way to get out of the

hospital campus and questioned how that is possible and spoke about traffic on Monroe. Bill McKenna responded there are no changes proposed on Monroe at this time. Ms. Gee spoke thinks the cul-de-sac should be moved up and there shouldn't be an entrance or exit from the Medical Arts building onto Maple.

Dominique Frigo of 715 Wenonah stated she was shocked to hear potential increase in hospital visits. Ms. Frigo stated she remembers when the hospital bought four houses and promised not to knock them down and now it is proposed to make them a parking lot. She feels they need more than just a cul-de-sac and that staff needs to look at traffic in entire area because they will be creating overflow even down to Wenonah.

Public testimony was closed out.

Commissioner Chesney stated he lives in the area and spoke about his experience walking around and feels that the cul-de-sac should be put in.

Commissioner Stewart stated based on staff and public comments he sees a need for the cul-de-sac. Commissioner Stewart spoke about driving in the area and saw many residential blocks to the east and south of the hospital parked up completely and wondered if staff could possibly not be parking in the garage and parking on the street instead. Commissioner Stewart questioned the designated escape route for people that need to go southbound on Harlem or westbound on Madison.

Commissioner Eichenberger stated he supports the cul-de-sac and also lives in the area. He thinks everyone needs to look at the bigger picture because what's currently in place is not working. He believes the new emergency department is needed but trying to do everything at once isn't working. He also commented about the lack of an exit plan. Commissioner Eichenberger stated the Commission needs to figure out what's unfixable and why people are parking throughout the neighborhood.

Commissioner Basirirad stated her first concern is if the hospital really needs that capacity or if it's just an asset for the hospital. Commissioner Basirirad stated her second concern is about access/egress and problems getting to the emergency department.

Commissioner Schoenmeyer also supports the cul-de-sac and is glad that everyone across Village departments is in agreeance. Commissioner Schoenmeyer questions if the cul-de-sac was moved up to Monroe what the implications would be. He also spoke about his concerns with no left and no right turns and also about employees possibly parking on the street and not being called out on it.

A discussion between the Commission on the need to look at Monroe and how to get in and out of the hospital, internal campus signage, internal driving routes, and an alternative of moving traffic from the garage to Wisconsin, and the plan for the old emergency department on Wisconsin was had.

Chair Chalabian supports the cul-de-sac and went on to speak about the no left turn at Madison and Maple and his concern about traffic going to Washington and Wisconsin. Chair Chalabian also spoke about staff versus hospital plans for westbound left turn lane onto Harlem and is concerned about compliance with right turn only restrictions. He also spoke of his concerns about egressing from Monroe onto Harlem and his surprise that staff did not address some type of restrictions on Monroe like eliminating parking on the north side of the street. Chair Chalabian stated with the increase in traffic things will be worse and that he didn't see a traffic circulation plan and is concerned about an exit strategy. Chair Chalabian spoke about the need to address the overflow parking issue especially to blocks east and south of the hospital and may want to investigate alternate options for employees for rideshare, etc. Chair Chalabian stated staff needs to address mitigating issues with Public Works leaf and snow operations and how garbage trucks will maneuver.

Chair Chalabian asked the Commission members if they all liked the proposed cul-de-sac and everyone said yes.

A Commission discussion about overnight permit parking on Monroe – how many spaces, who uses it, possibly losing those spaces, a possible left turn lane on Monroe, replacement parking for any lost spaces, and drivers ignoring the right turn only signs during peak hours took place.

Chair Chalabian stated his issues with a follow up study and questioned how that would work. Bill McKenna responded that the Commission could make that a recommendation for the Plan Commission to do a follow up traffic study which is usually done after six months.

Commissioner Chesney said he is okay with the parking and traffic study but staff needs to add parking to follow-up traffic study from Harlem to Home and from Madison to Adams.

A brief discussion took place about the turn rate from the medical arts building and Maple, modifying 610 S. Maple's driveway cut to enhance ingress and egress, and possibly studying Wisconsin for better use, bicycles, and pedestrians.

Commissioner Eichenberger motioned to 1. Install a cul-de-sac on Maple Avenue, south of Monroe Street. 2. Remove parking on the north side of Monroe Street between Maple and Harlem Avenue with the stipulation that the users of these parking spaces be identified. 3. Establish Right-Turn-Only turning restrictions during AM and PM peak hours on northbound and southbound Maple Avenue at Madison Street. 4. Perform a follow-up parking and traffic study in the area bounded by Harlem Avenue on the west, Madison Street on the north, Home Avenue on the east, and Adams Street on the south. 5. Modify the existing driveway of the medical building at 610 S. Maple Avenue to enhance ingress and egress to/from the medical center parking lot. Commissioner Stewart seconded the motion.

The voice vote was as follows:

Ayes: Chalabian, Eichenberger, Stewart, Basirirad, Schoenmeyer, Chesney

Nays: None

The motion passed unanimously.

Recommendations will be forwarded to the Plan Commission and no follow up meeting is needed.

Commissioner Eichenberger motioned to adjourn the meeting and the motion was seconded by Commissioner Chesney.

The voice vote was unanimous to adjourn the meeting.

The meeting was adjourned at 9:35 PM.

Respectively submitted

Mary Avinger

Mary Avinger,
Administrative Secretary

> From: Val Gee [mailto:val@mjlearning.com]
> Sent: Thursday, July 27, 2017 11:11 AM
> To: VOP Public Works
> Subject: Cul-de-sac plans on Maple Avenue, Oak Park.
>
> Good morning
>
> Concerning plans for a cul-de-sac on Maple Avenue opposite Rush Hospital
>
> I live at 605 South Maple Avenue. And I am concerned about the garbage trucks. There are plans currently underway to create a full cut-de-sac on our street. We have a half cul-de-sac at the moment. After living in this home for almost 2 years we have noticed a huge amount of traffic entering and exiting the parking lot. Cars have a really hard time exiting onto Maple and then to Monroe and Madison.
>
> I am very concerned about how garbage trucks get our garbage and exit the street. Currently they exit through the half cu;-de-sac to the other side of Maple Avenue. If they close the cut-de-sac off, how are garbage trucks going to exit Maple? Reverse? That will be really tough with all the cars parked on both sides of the street. Turn around? There is no turn around.
>
> I appreciate your response
>
> Sarah Gee
>
> Home owner
> 605 South Maple Avenue
> Oak Park, Il

-----Original Message-----

From: vopnews@oak-park.us [mailto:vopnews@oak-park.us]

Sent: Tuesday, July 18, 2017 8:21 AM

To: VOP Public Works

Subject: Report a Problem: Clinton/Jackson

Submitted on Tuesday, July 18, 2017 - 8:21am Submitted by anonymous user:
144.74.1.194 Submitted values are:

First Name: Geri & Therese

Last Name: Brennock

Address of Problem: Clinton/Jackson

E-mail address: tbrennock@att.net

Daytime Telephone Number: 708-502-5926

Choose from the list below: Clean up public property Include details below, such as location: The parkways on Jackson and Kenilworth and Jackson and Clinton need to be cleaned up in order to see properly when making left turns from the north side of Jackson. Also, Maple and Madison should be one way turning right/eastbound from the south to prevent traffic backups and accidents on Madison and Maple. We have witnessed several near misses lately leaving Rush OP Hospital.

Upload Images:

The results of this submission may be viewed at:

<http://www.oak-park.us/node/75/submission/10513>

Koperniak, Mike

From: Ron Burke <rburke616@gmail.com>
Sent: Monday, July 24, 2017 2:36 PM
To: Juliano, Jill; Transportation
Cc: Trina Sandschafer
Subject: Rush Oak Park Hospital parking management, traffic

Jill - I am unable to attend the July Transpo Commission meeting, but wanted to share a few comments about hospital-related parking and traffic.

Cars are increasingly parking on my street and others that didn't see much parking before. On some days, the entire 600 block of Wenonah has parked cars and the same is true for Monroe between Wisconsin and Home. This change is at least partially because of relatively recent parking restrictions on the 500 block of Wenonah and 600 block of Wisconsin, although I do think there is more hospital parking period and it's not simply that the parking has shifted.

Some of it may be related to additional vehicles from the ER construction. However, even if the crunch will lessen when the ER construction is over, clearly the long term trend is more people going to the hospital and Medical Center. Absent new strategies, the number of cars will increasingly outnumber available spaces on hospital property.

And this gets me to my main point: Rush Oak Park Hospital (ROPH) has a parking problem but, as far as I can tell, they are not utilizing most best practices for parking management nor does ROPH have a plan for managing future customer growth.

More cars going to and from the hospital adds to noise and traffic in the village, and ROPH will have to build up to add parking, which is expensive. It's in everyone's interest to minimize vehicle travel to and from the hospital by shifting trips to other modes.

With this in mind, I'd like to request a comprehensive parking management study and strategy for ROPH, and the hospital should pay for it with a community advisory group and/or the Traffic Commission to oversee it.

The hospital and the village have relied almost entirely on tearing down homes/buildings to create surface parking to manage customer growth. Surface parking here is hardly the highest and best use of this land, and it's costing us tens of thousands of dollars annually in lost property taxes. It's also an expensive and inefficient way to manage travel to the hospital.

What's missing are demand side strategies to reduce driving to the hospital, particularly among employees. ROPH is in a relatively dense, urban setting along side a residential neighborhood and with good transit access. Hospitals in this type of setting charge for parking (e.g., West Suburban), provide priority spots for carpools, run shuttles from train stations, provide employees incentives for not driving, and so forth. These types of strategies significantly reduce parking demand.

These hospitals also ensure patients get free or discounted parking closest to the hospital and often provide discounted parking for low-income patients, and cities will enact parking restrictions on nearby residential streets, because people will want to avoid the parking fees. These are some of the ideas I would expect a parking management study to assess. And frankly, some of these ideas don't need a study and could be implemented in short order.

In the meantime, I think the moratorium on new parking limits should be waived for my block and other residential streets near ROPH. I prefer permit parking as we see on the east side of 600 Wisconsin. Thanks.

Ron Burke
616 Wenonah

Koperniak, Mike

From: David Osta <davidosta@gmail.com>
Sent: Friday, July 21, 2017 9:15 AM
To: Transportation
Subject: Rush Oak Park Hospital Plan

Dear Ms. Juliano:

I am an Oak Park resident (620 Wenonah) that lives in the residential neighborhood near Rush Oak Park. I am also part of an organized group of residents that has been working to engage Rush Oak Park since their current round of expansion began just over two years ago.

Please remember that the hospital is expanding (to the east) into residential areas. All possible impacts should be examined including:

1. Smokers. Rush employees currently have to go off campus to smoke - and they do. Better plans need to be in place to keep smokers out of residential neighborhoods. If Rush is allowed to demolish the two remaining homes on the west side of the 500 block of Wenonah, smokers could easily be "pushed" further into the neighborhood.
2. The intersection at Harlem and Madison is currently a failure from a traffic flow standpoint. The Rush Hospital expansion is an opportunity to improve - not worsen traffic - in this area. Currently westbound Madison traffic frequently backs up to Wisconsin and even Wenonah. I recommend traffic study and data collection to develop better solutions for the residents and businesses in this part of the village.

Rush Oak Park has a mixed record in regards to communication and public engagement. The current strategy is to handle neighborhood concerns in separate meetings and groupings. It is the Village that can make sure that a systemic approach is taken instead of the piecemeal negotiation that is currently favored.

Finally, I renew the call for Rush Oak Park to publicly share its long term (10 year) plan with residents.

Thank you for your consideration.

David Osta
620 Wenonah

July 25, 2017

Village of Oak Park
Transportation and Parking Commission
Plan Commission
Trustees

RE: Oak Park Hospital proposed Cul de Sac on Maple Avenue

TO WHOM IT MAY CONCERN:

This letter is being written on behalf of various residents residing on South Maple Street at or near the location of a proposed cul de sac immediately to the south of the Oak Park Hospital and the Physicians' Office Building. Attached are names and signatures of individuals who support the cul de sac.

As neighbors, we are concerned about the impact the upcoming Rush Oak Park Hospital emergency room move to Maple Street would have on traffic. We have been advised by the hospital that it projects the new facility will result in more than 40,000 new visits on Maple Street to the emergency room, the vast majority by cars rather than ambulance. This represents substantial new traffic to a street already stressed with traffic issues caused by the expansion of the hospital, the new medical office building and the newer parking lot on Maple which was once green space. In addition, existing and increased traffic present serious concerns about public safety.

As part of its project, Oak Park Hospital proposes to include and pay for a cul de sac to the south of the physician office building where an often ignored traffic diverter currently exists. The Hospital and residents have met on a number of occasions to discuss this issue. As residents, we agree with and support the proposed cul de sac.

We have had a long-standing problem with southbound drivers ignoring the "Do Not Enter" sign located at the diverter. This is a regular occurrence which has only gotten worse and can be expected to become even more significant if an additional 40,000 visits are added to Maple. Scofflaws who ignore the diverter are not the entire or most significant problem. Rather, the vast majority of those who ignore the diverter also ignore the stop sign at Adams and Maple, often at high rates of speed. Many of us have had or witnessed very close calls with children and adult pedestrians and bike riders.

There are many children living on our block. Many of those children have to cross Maple at Adams to get to the school bus stop at Adams and Wisconsin or cross Maple in order to walk to Brooks Middle School. Crossing is particularly dangerous for children in the morning, when drivers seem to be most impatient and when visibility is reduced due to low lighting and the presence of parked cars. In addition, those who live on the west side of Maple, play on Maple since their "back yard" is Harlem. As one would expect,

kids ride bikes, skateboards, scooters and play ball in and near the street. These kids should not be expected to anticipate adults violating the law. We have witnessed or experienced close calls and would expect that the Village would want to do anything it could to reduce the danger.

We believe that the replacement of the traffic diverter with a cul-de-sac would promote the safety of the children on our block, as it would prevent an increase in traffic flow due to the new location of the emergency room and also prevent impatient drivers from using our block as an express lane to enter Madison on the north and Jackson on the south, without stopping at the stop signs.

Thank you for your consideration of this issue.

A handwritten signature in black ink, appearing to be 'W. J. Smith' or similar, written in a cursive style.

**MAPLE STREET RESIDENTS IN FAVOR OF
CUL DE SAC TO REPLACE TRAFFIC DIVERTER**

Attached to Letter to Oak Park Village

NAME	ADDRESS	SIGNATURE
Michael Weir	626 S. Maple	Michael Weir
Patricia Allport	626 S Maple	Patricia Allport
RJS Meinent	630 S Maple Ave	RJS Meinent
Carol Blum	641 S. Maple Unit 4	Carol Blum
Chuck Marylly	641 S Maple C2TH	Chuck Marylly
Michael Benshoff	625 S Maple	Michael Benshoff
Sandra Fawtman	625 S Maple	Sandra Fawtman
Danielle Charette	630 S Maple Ave	Danielle Charette
GONZALO DEYRO	621 S MAPLE AVE	GONZALO DEYRO
SALLY DEYRO	621 S MAPLE AVE	SALLY DEYRO
Karen Deyro	651 S Maple Ave	Karen Deyro
Ronala Deyro	651 S Maple Ave	Ronala Deyro
Sue McNulty	711 S. MAPLE AVE	Sue McNulty
Brendan McNulty	711 S. Maple Ave	Brendan McNulty
Eric Mennier	715 S. Maple Ave	Eric Mennier
ASHLEY Mennier	715 S. Maple Ave	ASHLEY Mennier
Dolores Proko	708 S Maple	Dolores Proko
Thomas Proko	708 S Maple	Thomas Proko
ROBERT PROKO	708 SOUTH MAPLE AVE	ROBERT PROKO
LANCA HSIET	641 S MAPLE AVE - M OAK PARK	LANCA HSIET
Ding Xin	641 S Maple Ave - L OAK PARK	Ding Xin
LAURA KOKOS	641 S. MAPLE - W OAK PARK	LAURA KOKOS
Henry Harris	609 S. MAPLE AVE	Henry Harris
ANNIE HARRIS	609 S. Maple Ave	ANNIE HARRIS
Manhee Chao	641 S Maple Ave	Manhee Chao
Stephan Eissinger	641 S Maple Ave #E	Stephan Eissinger

X
X

Attached to Letter to Oak Park Village

[illegible]