



VILLAGE OF RIVER FOREST TRAFFIC AND SAFETY COMMISSION MEETING MINUTES

Wednesday, November 14, 2018 – 7:30 PM

A regular meeting of the River Forest Traffic and Safety Commission was held on Wednesday, November 14, 2018 at 7:30 P.M. The meeting was conducted in the Community Room at the River Forest Village Hall, 400 Park Ave. River Forest.

Roll Call and Call to Order

The meeting was called to order at 7:30 PM. Present at this meeting were Chairman Rees, Commissioner Cleary, Commissioner Osga, and Commissioner Wade.

Old Business

Chairman Rees asked for a motion to approve the minutes from May 16, 2018 and September 19, 2018 Traffic and Safety Meetings. Commissioner Wade made the motion, second by Commissioner Cleary. All commissioners present voted to approve the minutes.

New Business – Parking on the east side of Thatcher Avenue at Greenfield Street.

Jim Levy lives at 1349 Thatcher Avenue; he states when Thatcher Avenue was repaved parking spots were striped everywhere. After the striping he no longer has a line of sight. There are often up to seven cars parked along Thatcher Avenue, he can't see cars coming around. There have been several near car accidents. He requests the striping be reviewed and it returns to how it was before.

Chairman Rees advises Mr. Levy that the Village staff recommend action on his request. They are recommending to designate the area of 175 feet of Greenfield Street on the east side of Thatcher Avenue as No Parking.

Commissioner Cleary made the motion, seconded by Commissioner Osga to install a No Parking zone 175 feet of Greenfield Street on the east side of Thatcher. Install the associated striping and adopt an ordinance to make that area No Parking.

The vote was 4 to 0 in favor of approving the request. **The motion to approve the request passed.**

New Business – Request by various residents on the 1500-block of Ashland Avenue to install parking restrictions between North Avenue and LeMoyne Street.

Sean Toohey lives at 1526 Ashland Avenue on the west side of the street. Since the placement of the No Parking sign from North Avenue to the apron of the Immediate Care on Ashland Avenue, the employees are parking further down the block. On days when landscapers are out, there is

only room for one car to come down LeMoyne Street. Mr. Toohey and his neighbors are now leaning towards setting a Resident Parking Only restriction on both sides of the street.

Karin Danganan from 1523 Ashland is mostly in agreement with Mr. Toohey. She has one of the few driveways in the block which is not too wide. She questions if they would have temporary passes if their block becomes Resident Parking Only.

Jeff Loster, Village Engineer replies, Resident Only Permit zones get two placards issued to each residence with the option of purchasing a third. Those placards are tied to those vehicle, which are tied to the address. Resident Only zones have no placards, a resident that lives across town with a River Forest Village sticker could park there.

Commissioner Osga adds one unintended consequence is if there is a caregiver or a worker which can't park in the driveway they might have an issue. The residents with narrow driveways can park on the street and have the worker or visitors use the driveway.

Ms. Danganan wishes to have the restrictions Monday through Friday. She would hate to keep shuffling the cars out of the driveways.

Commissioner Osga made the motion, seconded by Commissioner Wade to implement Resident Parking Only 8:00 am to 8:00 pm Monday through Friday, excluding holidays on the 1500 block of Ashland Avenue.

The vote was 4 to 0 in favor of approving the request. **The motion to approve the request passed.**

Old Business – Continued discussion on the Safe Walking Routes to School report and exhibits.

Eric Russell from KLOA Inc. initiates by addressing some of the observations from the last meeting. They put together maps depicting existing and proposed traffic controls Village wide. They considered the Village as a whole to minimize streets with more than two consecutive blocks with stop control. Revised the existing two-way stop on Franklin Avenue at Linden Street. A Safe Walking Route to School map was developed for the River Forest Community Center. As well as revised the two-way stop control on Vine Street at Gale Avenue.

KLOA focused on blocks that have more than two consecutive intersections in which a driver would come into a complete stop. With their proposed changes on Thomas Street it resulted with five consecutive stops. They made a couple changes, one being at Thomas Street and Ashland Avenue. They reversed the recommended traffic control, placing the stop on Ashland Avenue instead of Thomas Street. The same on Iowa Street with the previous proposed changes that resulted in four consecutive stops. The changes they made at Thomas Street and Iowa Street created additional stops at Ashland Avenue resulting in six stop controls.

KLOA put together a map for the Community Center, they focused on the boundaries to the tracks to the north over to Park Avenue on the east side. On the map they are recommending to reverse the stop control at Franklin Avenue and Linden Street. Their reasoning behind this is shown on the River Forest Community Center SWRTS Map, a lot of the routes are heading directly north.

Commissioner Osga informs speed was the reason the stop sign was placed on Linden Street instead of Franklin Avenue. Reasons that perhaps this intersection needs to be a 4-way.

Maureen Huston is still concerned about the lack of a crosswalk on Madison Street. Many students of the River Forest Community Center cross Madison Street to access the PACE bus stop on the south side of the street.

Jeff Loster, Village Engineer informs Madison Street is an IDOT route. He will reach out to them to see what they will and will not permit in that area.

David Crosby from 547 Franklin, has observed many of the crosswalks by the schools have signs which read "Stop for Pedestrians it's the Law". He questions if that signage is part of this plan?

Jeff Loster, Village Engineer responds there is one on Bonnie Brae Place and Augusta Street. The schools are in charge of taking them out and removing them at the end of the day.

Mr. Crosby asks because there was one on Franklin and Lake Street in front of St. Luke's. He believes they are extremely helpful after hours once the crossing guard is gone. He suggests placing that sign back out at that location. Since it has been gone it's made it difficult to cross the street. Questions the Committee if it's possible to take action with this plan? He will also bring it up to St. Luke's.

Chairman Rees expresses they are inclined to make a recommendation to making the Safe Route to School Program roll out in the spring of next year. They can move more quickly on some particular intersections for example, Vine Street and Gale Avenue.

New Business – Request to install stop sign on Jackson Avenue at its intersection with Iowa Street.

Julianne Nery from 847 Jackson moved to River Forest last summer with her three boys. There is a lot of bike and foot traffic around the intersection of Jackson Avenue and Iowa Street. She personally does not let her six-year-old cross this intersection at all. After witnessing what happens at that corner for the last year she never understood why there was never a stop sign or any type of traffic control. Ms. Nery recalls an accident that occurred back in October where the vehicles t-boned and propelled to the sidewalk in front of her home.

Chairman Rees advises that this intersection is part of the SWRTS program and stop controls will be implemented at that intersection. It was also the committee's intention to put this intersection in the agenda to move it more quickly.

Elizabeth Stoker from 806 Jackson Avenue appreciates all the work that is being put into this. She would greatly appreciate it if the change at the intersection of Jackson Avenue and Iowa Street could possibly be expedited.

Chairman Rees made the motion, seconded by Commissioner Osga to install stop signs as proposed at Jackson Avenue and Iowa Street.

The vote was 4 to 0 in favor of approving the request. **The motion to approve the request passed.**

Commissioner Cleary made the motion, seconded by Commissioner Wade to install a 4-way stop intersection at Gale Avenue and Vine Street.

The vote was 4 to 0 in favor of approving the request. **The motion to approve the request passed.**

Chairman Rees states they can perhaps adopt the Safe Route to School Route proposal, with the changes they had previously discussed.

Commissioner Osga thinks the suggestion to flip the stop controls on the intersections on Franklin Avenue and Linden Street is incorrect. He proposes to leave it as is or to convert it to a 4-way stop.

Chairman Rees made the motion, seconded by Commissioner Wade to adopt the Safe Walking Routes to School proposal as is with the exception being to make Franklin Avenue and Linden Street a 4-way, add the two stop sign to the existing stop signs. Along with the changes discussed to Thomas, Park and Ashland.

The vote was 4 to 0 in favor of approving the request. **The motion to approve the request passed.**

A motion was made and seconded to adjourn the meeting at 9:03 P.M. All commissioners voted in favor of the motion. Motion passed.

Respectfully Submitted:

Signature Line



Jeff Loster, Secretary

Signature Line



Rick Gillis, Chairman (Pro Tem)
Traffic & Safety Commission

Date: 5-15-19