



# VILLAGE OF RIVER FOREST TRAFFIC AND SAFETY COMMISSION MEETING

Wednesday, November 19, 2025 – 7:00 PM

## AGENDA

Physical attendance at this public meeting is limited to 50 individuals, with Committee members, staff and consultants having priority over members of the public. Public comments will be shared with the Committee. You may submit written public comments via email in advance of the meeting to: [bkoclanis@vrf.us](mailto:bkoclanis@vrf.us). You may listen to the meeting by participating in a Zoom conference call as follows: dial-in number: 312-626-6799 with meeting ID: 856 8402 5474 or by clicking here: <https://us02web.zoom.us/j/85684025474> If you would like to speak during public comment or if you wish to participate in-person at Village Hall, please email [bkoclanis@vrf.us](mailto:bkoclanis@vrf.us) by 3:00 PM on Wednesday, November 19, 2025.

1. Call to Order/Roll Call
2. Adoption of minutes from the Traffic and Safety Commission held on May 21, 2025.
3. Adoption of minutes from the Traffic and Safety Commission held on September 17, 2025
4. Public Comment
5. Discussion/Review of the Washington Boulevard public open house held on Thursday, November 6, 2025
6. Adjournment



## VILLAGE OF RIVER FOREST TRAFFIC AND SAFETY COMMISSION MEETING MINUTES

Wednesday, May 21, 2025

A regular meeting of the River Forest Traffic and Safety Commission was held on Wednesday, May 21, 2025, at 7:00 p.m.

### **ROLL CALL AND CALL TO ORDER**

The meeting was called to order. Present at this meeting were Chairman Rees, Commissioner Gillis, Commissioner Hoyt, Commissioner Jayaraman, Commissioner Karrow & Commissioner Osga.

Chairman Rees asks if there are any comments on the minutes from November 20, 2024.

Chairman Rees requests a **MOTION to approve the Minutes. Minutes were approved and all were in favor.**

### **PUBLIC COMMENT**

Nobody present for Public Comment.

### **COMMISSION COMMENTS**

Chairman Rees refers to items on the last agenda and that Staff has done a great job with using the tools to explain to the citizens the data collection we have been doing including the work on Lake Street.

These minutes reflect that in our last meeting we voted to deny the request for a four-way stop at Iowa & Monroe on the grounds that it wasn't supported by the traffic standards. We did approve the motion to install the speed limit sign which has been added along with striping.

Bill Koclanis, Civil Engineering Technician, confirms that the sign has been added along with additional traffic counts conducted during the school year. There has been no change. We will add continental crosswalk striping on Iowa this fall as it is a safe route to school.

Commissioner Hoyt confirms the new counts at being a total of 39 points verses 37 1/2.

Bill Koclanis verifies that it is correct.

Chairman Rees indicates that there was a resident that requested a four-way stop sign at Greenfield & Jackson. Jack Bielak visited with the resident and explained the data and the tools. Asks Bill to confirm that the resident wasn't convinced.

Bill replies no, and we explained that the point total was 34 and how we conducted traffic inquiries. She was ok with it and didn't want to press it any further.

Chairman Rees asks Bill to provide a summary on the review of the professional engineer report.

Bill explains that there are some intersections along Lake Street which had issues with residents in the past.

The main one was at William with pedestrian accidents occurring there which were confirmed by the report. We are recommending installing a median for pedestrian safety. At Franklin and Lake Street we suggest adding a flashing pedestrian beacon as it is by a school crossing. There is also one further down on Edgewood which had a couple accidents which are indicated in the report.

We submitted bids for engineering and received bids back. We went with a well-known engineering firm that conducts a lot of work here in the Village. We have not gone to the Board yet for the approval of this contract. This will take close to a year as we are required to go through IDOT for the permit. Therefore, it will be built around next spring.

Commissioner Gillis asks where the median will be placed.

Bill indicates it will be a curb extension to slow down traffic. There would be a pedestrian median in the middle at William and Lake that will have a curb around it. There is a striped median there now which you are not allowed to cross the double yellow line. We will be making it so someone can safely cross and discuss the locations of curb extensions, pedestrian beacons, bollards and medians with Commissioners.

Commissioner Hoyt asks what the quote covers.

Bill indicates it covers all the engineering fees but not the construction. Construction will be separate contract. Once we receive our permit from IDOT then we can go to construction.

Commissioner Hoyt asks how much of the \$48,000 would we have to pay if the permit is denied.

Bill indicates at least half. If there were a chance that this wouldn't go through, we wouldn't do it. This would be the same process we did at Greenfield and Harlem and Le Moyne and Harlem. We had to get IDOT's approval which took about 6 months for the medians.

Commissioner Hoyt inquires about the accident data which indicated a few pedestrian accidents.

Bill indicates that on the last page it indicates that two out of thirteen incidents were bicyclists. They consider it pedestrians as they were crossing. I don't know how Chief Greenwood comes up with that.

Commissioner Hoyt suggests that before we go to the Board, we should have the actual number of accidents.

Commissioners discuss where the flashing pedestrian beacons are located which took two years to obtain from IDOT.

Bill suggests taking a vote before it goes to the Board for approval.

Chairman Rees indicated we are all in favor and discusses the difference between the bollards which are solid and delineators that reroute traffic are seasonal.

Bill indicated that there are temporary/seasonal due to plowing.

Chairman Rees indicates he had a discussion with a neighbor that raised concerns regarding the intersection of Washington and Gale where there have been several accidents. Washington has been subject to a plan where we are planning to move forward with a proposal for raised intersection and bump outs which is an ongoing study.

Bill indicated that we would find the study results most likely in July when the grant is awarded.

Commissioner Gillis indicated that Chairman Rees was bringing up was at Gale and Washington because it is a racetrack from Keystone to Thatcher and Thatcher to Keystone as we do not have delineators there.

Bill confirms that the delineators were installed in April.

Chairman Rees indicates that there are some risks there as one neighbor was advocating for a stop sign and I talked to another neighbor on the same corner who is opposed to the stop sign. It makes sense to table a discussion for a stop sign there given that we have a traffic study underway. We do have a four-way sign at Thatcher and Keystone. There will be some requirements for more calming devices.

Commissioner Hoyt asks what is the best-case scenario timing wise for Washington?

Bill indicates that engineering will be completed next year, and grant funding will be another year or two for construction.

We have two vocal residents at that corner who are asking for stop signs. One who I have been talking to for over a year. I advised her that it is required to make a petition as we are not going to allow it at Gale. To date, no petition has been received.

Commissioner Hoyt asks if there is accident data?

Bill indicates there is but doesn't have the information in front of him right now. This resident works from home and reports near misses where we do not report these.

Commissioner Osga indicates that this would be an interesting study if we were to place a stop sign there as they would be consecutive. The accident data would go up as this would make it worse.

Commissioners weigh in on their thoughts regarding this issue.

Chairman Rees asks if there if anyone has any other comments and makes motion to adjourn.

A motion was made and seconded to adjourn the meeting. All Commissioners voted in favor of the motion. Motion passed.

Respectfully Submitted:

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Jack Bielak, Director of Public Works  
& Engineering

\_\_\_\_\_  
Doug Rees, Chairman  
Traffic & Safety Commission

Date: \_\_\_\_\_

DRAFT



## VILLAGE OF RIVER FOREST TRAFFIC AND SAFETY COMMISSION MEETING MINUTES

Wednesday, September 17, 2025

A regular meeting of the River Forest Traffic and Safety Commission was held on Wednesday, September 17, 2025, at 7:00 p.m.

### **ROLL CALL AND CALL TO ORDER**

The meeting was called to order. Present at this meeting were Chairman Rees, Commissioner Hoyt, Commissioner Karrow & Commissioner Osga.

Chairman Rees asks Jack Bielak, Director of Public Works & Engineering, to provide update on projects.

Director Jack Bielak mentioned the Harlem Viaduct project. Currently updated traffic and engineering information. The next step is to coordinate meetings with CTA, Union Pacific and IDOT. He made it clear with the consultant that he would like to be included in these meetings. We are in Phase 1 process.

Des Plaines River Trail project is ongoing. We had our open house in October of last year which was well attended. Consultant provided submittals to IDOT geometrics and IDOT traffic to get approvals for Phase 1 project development report.

Comments were received in mid-August in which I had a meeting with the consultant at the beginning of September to go over comments IDOT submitted. They were minor but there were items that need to be addressed. We did send them back to IDOT for approval.

We applied for a General Transportation Grant that came from IDOT. Once we have the Phase 1 project development report, we can move on to Phase 2. As a reminder, the Des Plaines River Trail is a multi-jurisdictional project which stretches to Park Ridge and further. We are of the pieces and Rosemont is the lead agency, but this part of the trail is in River Forest.

Lake Street design proposal for the four intersections, Edgewood, Franklin, Jackson and William, was submitted to IDOT for feedback to see if they would approve. Edgewood and Franklin seem to be straightforward. Curb extensions at Edgewood and Franklin looking at the use of a RRFB due to the school. We are working on the considerations for Jackson and William due to truck traffic and addressing IDOT's concerns.

On October 10<sup>th</sup>, we are going to apply for a Grant for the Safe Routes to School through IDOT. We are applying Edgewood and Franklin as they are close to the school and are good candidates for this.

We have been coordinating with the school to obtain letters of support. We are hopeful of obtaining money for construction of improvements at these two intersections.

We had a lot of issues with the signal at Lake and Lathrop during the summer, which failed a number of times. It was determined that the traffic control box had to be replaced. We currently have an emergency box there from our contractor. None of the detector loops are on sensors; they are on timing. We will receive the brand-new box in the next couple weeks. We do have an agreement with IDOT where they are paying half the cost of the new traffic control box.

For Washington Boulevard, we received Board approval for Phase 1 Engineering. We had our kickoff meeting with Primera who is the Phase 1 consultant for this project. We are looking to do our first open house for Washington Boulevard in the first week of November. Once we nail down a date, we will be sending postcards to the community and a letter to everyone south of Hawthorne. Depending on weather, we might have this open house outside by the park where there are lights. Otherwise, it will be held in the Public Works garage.

Cook County is also paying for approximately half of the Phase 1 engineering through a grant funding. The exact numbers are on the website.

In the next few weeks, EV Charging Stations will be installed behind the CVS lot which is owned by the Village. They will be receiving DC Fast chargers, by the Metra Station and the Franklin lot, they will be receiving Level 2 chargers.

As part of the design process we went through, we changed our Ordinance to start charging per kilowatt hour, whatever the standard fee is. We looked at Elmwood Park, Oak Park and other communities to compare their fees so we can recoup the cost of electricity and put money aside for future maintenance required for these facilities.

Next, we have the Village Hall Permeable Paver Project. We are going to do what we did with alleys and all-around Village Hall. (concrete with pavers) We received \$160,000 from MWRD. They are also paying for the soil borings. We just submitted our 30% plans, received comments back from MWRD and are working through the design which will be completed in this physical year, be out to bid and start construction next year.

For the Franklin/Keystone Water Main projects, we are replacing the water main on Franklin between Madison and Washington. We are currently in design and eventually are going to have an open house for those two blocks as this is an easier way to let the residents know what is happening and how significant this work will be as we will trench down Franklin to install this new water main along with new service lines as needed due to IPEA requirements.

To save money, we are combining two projects to be designed concurrently as a lot of the cost is mobilization to getting guys out there. This way they get all their surveys at one time and then provide us with two separate bid packages. We will start Franklin after May 1<sup>st</sup> and Keystone the second year after.

For the PW Solar Project, we are in the process of obtaining proposals for putting solar panels on top of Public Works. The intent, based on preliminary discussions with a few consultants, we can make that facility net zero. The solar panels will power the facility and potentially we will be able to sell back power. We want to do this before federal tax credits go away. We want to make sure we comply to obtain our reimbursement.

Director Bielak asks the commission if they have any questions regarding any of the projects.

Commissioner Hoyt inquires about all the Grants.

Director Bielak talks about how we obtain Grant Fundings.

Chairman Rees turns over to Public Comment.

### **PUBLIC COMMENT**

Resident, Oliva Denton, 7614 Washington Boulevard, discusses her concerns about safety issues regarding her area.

Chairman Rees asks if she was there when Director Bielak talked about the open house on Washington?

Director Bielak reiterates the Washington Boulevard project.

Commissioner Osga talks about how the Village obtains money from Grants.

Chairman Rees if we should make a motion to adjourn.

Commissioner Karrow makes a motion and Commissioner Hoyt seconds the motion.

Respectfully Submitted:

Signature Line

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Jack Bielak, Director of Public Works & Engineering

\_\_\_\_\_  
Doug Rees, Chairman  
Traffic & Safety Commission

Date: \_\_\_\_\_