



# VILLAGE OF RIVER FOREST TRAFFIC AND SAFETY COMMISSION MEETING

Wednesday, September 20, 2023 – 6:30 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: 827 2613 0611 and passcode 149794 or by clicking here:

<https://us02web.zoom.us/j/82726130611?pwd=OFINZy9kRGNpNW9iUnVoYmt4cXRUZz09> 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 4:00 PM on Wednesday, September 20, 2023.

1. Call to Order/Roll Call
2. Adoption of minutes from the Traffic and Safety Commission Meeting held on July 19, 2023
3. Presentation of the Village Wide Traffic Study (DRAFT) by Thomas Engineering Group.
4. Public Comment
5. Discussion of the Clinton & North Avenue and Bonnie Brae & North Avenue cul-de-sacs
6. Adjournment



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

Wednesday, July 19, 2023 – 7:30 P.M.

A regular meeting of the River Forest Traffic and Safety Commission was held on Wednesday, July 19, 2023, at 7:30 P.M.

### **Roll Call and Call to Order**

The meeting was called to order at 7:35 PM. Present at this meeting were Commissioner Chase, Commissioner Gillis, Commissioner Hoyt, Commissioner Karrow, & Commissioner Osga.

Jeff Loster, Director of Public Works and Development Services states how this meeting will be handled slightly different than the last couple of meetings. We will talk about the same things and will discuss each of the locations and have their discussions. The Board has asked that they make their final recommendations so they can discuss this at the August 28<sup>th</sup>, meeting. In order to do that, we are going to have The Commission discuss each of these items, make a formal recommendation to The Board, have discussions and then open discussions for public comment. The goal this evening to present final recommendations to The Board.

We are going to go through a sequence. First discuss the stop sign items that are on the agenda, discuss the barricades on Harlem Avenue, Greenfield & Le Moyne and discuss the cul-de-sacs up by North Avenue. The first item on the agenda is the adoption of the minutes.

Commissioner Gillis makes a motion to approve the minutes from the meeting held on May 17, 2023.

Commissioner Chase seconds the motion.

Commissioner Gillis asks if there are comments.

Commissioner Hoyt – approved. Commissioner Karrow – approved. Commissioner Osga – approved. Commissioner Gillis - approved. (Commissioner Chase seconded the motion)

Jeff Loster indicates that the first item up for discussion is the four-way stop sign at the intersection of Clinton Place and Le Moyne Street. As of right now, this was a two-way stop in the east west direction that was changed to, excuse me four-way stop with existing stop signs down Le Moyne which was removed and making it a two-way stop intersection. The request was to potentially to make this a four-way stop intersection again.

Commissioner Gillis makes motion to make it a four-way stop at the intersection of Clinton Place and Le Moyne.

Commissioner Osga seconds the motion.

Commissioner Gillis indicates that basically this was removed going from Bonnie Brae and we moved one over to William. It was removed and residents requested to put it back but there was an issue with busses and children on that corner. I know that one gentleman was missing that four-way stop. Any other comments?

Some Commissioners indicate no. Jeff and Commissioners discuss stop locations.

Commissioner Gillis asks if they need to vote.

Vote taken.

Commissioner Chase – yes, Commissioner Gillis – yes, Commissioner Hoyt – yes, Commissioner Karrow – yes, Commissioner Osga - yes. – Motion Passes.

Jeff Loster indicates that the next stop sign intersection to discuss is the request by The Board to install a three-way stop at the intersection at Bonnie Brae and Greenfield Street. That is the Fenwick baseball lot. The traffic in the east west direction currently does not stop. This is a three-block span so there are no east west stops.

Commissioner Gillis makes a motion to install a four-way stop sign at the intersection of Bonnie Brae and Greenfield Street.

Commissioner Osga seconds it.

Commissioner Gillis indicates he is calling it a four-way stop because there is one southbound. There is a current stop sign at the northbound parking lot. I don't know if that is actually Fenwick property. I noticed that there is a resident's driveway that is on there and don't know if you guys plow that little strip there.

Jeff Loster indicates that is all private property.

Commissioner Gillis indicates that they must have an easement then.

Commissioner Gillis indicates that there is a stop sign there right now.

Commissioner Chase asks if it is our stop sign or their stop sign?

Commissioner Gillis believes it is our stop sign as cross traffic does not stop.

Commissioner Chase indicates that theoretically it would be a four-way stop even though there's only three.

Commissioner Gillis indicates correct.

There is a discussion amongst Jeff Loster and Commissioners regarding stop signs to see if you want to recommend addition of east west stops here.

Commissioner Chase asks shall we vote?

Commissioner Gillis asks if there are any more comments?

Vote taken.

Commissioner Chase- yes, Commissioner Gillis- yes, Commissioner Hoyt- yes, Commissioner Karrow- yes, Commissioner Osga- yes. Motion passes.

Jeff Loster indicates that they need to team up in a counterclockwise direction first looking at Le Moyne and Harlem. Currently those are right in, right out. That is what was initially installed; right out only and has been changed to right in, right out.

Commissioner Chase indicates that she purposely drove by there. You can't get across from the Oak Park side and can't cross Harlem.

Jeff Loster indicates correct. That is essentially what is out there currently.

Commissioner Chase asks what are we proposing?

Jeff Loster indicates that The Board is looking for direction on whether or not to install this. Right now, it is all the plastic barriers. Is this something that The Commission is in favor of keeping and making permanent and by permanent, suggesting removal of the barricades and installing a curved – a permanent version of this out of...

Commissioner Chase interrupts and indicates in the middle of the street where the barriers are.

Jeff Loster indicates The Board is looking for finality at each of these locations which we are discussing. Is this something The Commission wants to keep in place on a permanent basis or not.

Commissioner Chase asks is the first street south of North Avenue at Harlem?

Jeff Loster indicates correct.

Commissioner Gillis indicates Harlem and Le Moyne.

Jeff Loster indicates let me clarify this, so to what?

Commissioner Chase states to install permanent barriers at Le Moyne and Harlem as they exist with the plastic barricades.

Commissioner Gillis seconds that.

Dr. Nucifora, 1415 Clinton Place, interrupts and asks are you going to pass all these things and then we make our comments?

Jeff Loster indicates yes and clarifies that discussion is taking place first and explains public comment is taking place after. As I clarified earlier, if The Commission upon hearing public comment, chooses to go back and revisit any of these, that is certainly their prerogative. The Board has requested that some finality be established here tonight so we need to get through a final recommendation before we take public comment.

Dr. Nucifora asks doesn't it make more sense if we do public comment first?

Jeff Loster indicates that I do not disagree with you, but this is the order we have taken things at the last couple of meetings and there has been so much public comment that The Commission has not had a chance to discuss the vote on these things. This is the third meeting, and The Board has asked us to make final recommendations. This is the approach we need to take tonight to establish some final recommendations for The Board. We will have time for public comment. So, are we going to The Commission for discussion at this location at LeMoyne and Harlem?

Commissioner Osga indicates that we made a motion and we have a second. I do not have anything else to say.

Commissioner Gillis indicates that we modified it from the original so now it was a concern from residents turning in from Harlem going southbound. We took care of that. We can turn out what we stopped is the left-bound turn that went into those two streets. I think the design would be much different as every time I come from Fresh Thyme, is to go down that route. I can still see every car go straight into Oak Park.

Jeff Loster indicates having barricades is hard to establish a tighter radius. So yes, it would be slightly different.

Commissioner Karrow indicates that he voted against a couple of the temporary barricades as his view was in order to get any sense of what is causing the problem, we can't do it all at once. We need to make small changes and if this doesn't help, make additional changes. When we vote on this, we should keep in mind that this is permanent and we can't change it later as easily. The idea of putting in one cul-de-sac on North Avenue and one right out, right in on Harlem and see what happens. To me, this more appealing and more prudent than doing everything at once.

Commissioner Osga indicates I think you are going to hear some commentary from me because of Greenfield due to what is going on at Fenwick. If we shut that down, install a permanent barricade when the buses do start rolling in, they can't get out at Greenfield. That is going to be an issue.

Commissioner Karrow comments that they can get out and turn right.

Commissioner Chase indicates that they can make a right turn.

Commissioner Osga indicates that I do not think that a permanent structure will allow for a forty-five-foot bus to make a right turn.

Discussion breaks out.

Jeff Loster directs everybody to hold up. This is something that we do contract with the consultants. We can look at if the vote is approved on a permanent basis and is something we can look at.

Commissioner Osga indicates well on Le Moyne and Harlem, I am ready to vote on that specific corner.

Vote taken.

Commissioner Chase- yes, Commissioner Gillis- yes, Commissioner Hoyt- yes, Commissioner Karrow- no, Commissioner Osga- yes. Motion passes.

Jeff Loster brings up the exhibit for Greenfield and Harlem. We voted to recommend stop signs at this location.

Commissioner Osga indicates that this is going to be a lot more work that we have to do with bus parking as Fenwick evolves – there is going to be more issues. I voted for the four-way stop at Bonnie Brae and Greenfield. At this point in time, to do something permanent, might be premature unless we can get clarity to prove this and send up to The Board with a notation that there are buses obviously need to be facing east as they can't get in from Harlem. The buses will be facing east in a need to be able to get out. Also, people do move in out of River Forest. So there's going to be moving vans, moving trucks that will be able to exit southbound on Harlem. I am ok with the configuration with the way it is, but I just want The Board to understand our concern with east bound heavy- duty vehicles being able to exit River Forest efficiently.

Jeff Loster indicates that the only thing that we can look at Greenfield is, doesn't have to be a 6" curb either, there are some regular right outs that you can create just out of a slightly raised rumble strip sort of thing where larger vehicles would be able to traverse without a problem. The issue is then that other vehicles can traverse much more easily too. It doesn't have to be the same design. There is a different combination at this location that we can certainly try to incorporate these specifics.

Commissioner Osga indicates with that being said, I am fine with making it permanent with the caveat that somebody upstairs gets an engineer or Road Builders Report that says this is what you will be able to do once Fenwick starts using this and everybody else. I would like to make a motion to make that existing permanent with that notation.

Jeff Loster indicates that is certainly something when bringing up that contract for construction to The Board we clarify that in that discussion as well.

Commissioner Gillis indicates when looking at that southeast corner, they may have to trim some of that corner out to accommodate the buses. This should be fine as there is no residence right there.

Jeff Loster indicates that would be part of the design. We have a motion and just need a second.

Dr. Nucifora interrupts and asks doesn't anybody take into consideration the results of the survey?

Jeff Loster indicates that I understand that you are upset. This is the order that is being take. We will have time for public comment and you will have the opportunity to note your objection later on this evening.

Stephanie Petersmark of 1401 Clinton wants it on the record that she is against the commission members voting on items before public comment.

Jeff Loster indicates that we can absolutely work that into the design. If we want to carve out the southwest corner curving to accommodate that is something we can incorporate into the design. We have a motion. Do we have a second?

Commissioner Chase seconds the motion.

Jeff Loster asks if there is any other discussion?

Vote taken.

Commissioner Chase – yes. Commissioner Gillis-yes. Commissioner Hoyt – yes. Commissioner Karrow – no. Commissioner Osga – yes. Motion passes.

Jeff Loster indicates that we are now going up to Bonnie Brae and North. This is a full cul-de-sac just south of the alley and south of North Avenue on Bonnie Brae. There is a dead-end sign at this outlet so this would be for Bonnie Brae and Le Moyne for northbound traffic. Currently there is no traffic north or south bound as a lot of people go through here. Same situation as the others looking for a motion and a vote if this is to remain permanent or modified in some way or removed all together.

Commissioner Osga indicates that now we are getting into the North Avenue situation. I wanted to speak regarding the alleys which I don't think are on – are we bringing this up afterwards?

Jeff Loster that this can be part of the conversation if we don't have anything specific to discuss as long as we get motion.

Commissioner Osga indicates that the alleys northwest, north south just west of Harlem and east west which has become a super- highway from what I read as we have received correspondence from our constituents, neighbors, friends, as to what is going on there with businesses as well. I haven't recommended this in my career here since 2006, but the alleys need to be slowed down. There are a couple recommendations from some of The Commissioners along with other suggestions that are forthcoming. I think that temporary speed bumps will slow down traffic. In the last six months, the traffic is substantial, fast as there is a lot of it in the alleys. As we make these changes for the cul-de-sacs, which some of you are for or against, it creates different traffic flow patterns. It seems that the existing and pre discussion that there are still issues. I am going to ask that The Commissioners consider that we install, where The Village sees fit, these temporary speed bumps in the east west alleys and in the north south alleys.

Commissioner Gillis indicates that he noticed that there are no stop signs in the alley. I know that the north south alley just west of Harlem, hundreds of cars are parked in there. We need to put some stop signs between the North Avenue alley all the way down to the Greenfield alley. So that would be four stop signs there. Also, one at that blind “ T “ where that garage is on right on the corner of that alley there as you can’t see anything.

There should be a stop sign in the middle of that alley between Bonnie Brae and Harlem. So, make that a three way stop if you can figure out the logistics on how to get those stop signs in there.

Commissioner Hoyt asks to repeat where signs are being proposed again.

Commissioner Gillis indicates the alley that is running behind the Shell Station and Cassidy Tire, there is a garage there by the lot line on the corner.

I think you need to break that up as if anyone sticks their nose out there and people speeding in either direction you can’t really see cars. In addition to what you are saying, I am suggesting that we put in stop signs as well.

Commissioner Chase asks if this all to do with the cul-de-sac at Bonnie Brae?

Commissioner Gillis indicates that it is to do with a lot of the comments that we heard about issues in the alley.

Commissioner Chase indicates that this is the Bonnie Brae and North Avenue cul-de-sac. We haven’t decided if there is going to be a cul-de-sac yet if I am correct?

Commissioner Gillis indicates right.

Commissioner Karrow asks if we are recommending that we put a cul-de-sac there?

Commissioner Gillis feels yes as even before the cul-de-sacs were there, the people were still going down Cassidy Tire and zipping down there to avoid traffic. They go fast.

Commissioner Chase asks Jeff what do we call the installation that we have at North and Forest?

Jeff Loster indicates that there is a right out only. The cul-de-sac would be a dead stop.

Commissioner Chase indicates that you couldn’t get in or you couldn’t get out.

Jeff Loster indicates right. This is what Bonnie currently is on a temporary condition.

Commissioner Osga feels that we should make two motions to keep it simple. I think the alleys need to be addressed, one way or the other.

Commissioner Gillis indicates even without a cul-de-sac that they need to be addressed.

Commissioner Chase indicates correct.



Commissioner Osga makes a motion to install stop signs and temporary speed bumps in the east west alley.

Jeff Loster asks between Harlem and Bonnie?

Commissioner Osga indicates that speed bumps will be all the way to William. Stop signs and speed bumps from William to Harlem and stop signs and speed bumps from Greenfield north to the Shell Station.

Commissioner Chase asks in that alley?

Commissioner Osga indicates in that alley west of Harlem.

Commissioner Gillis asks if placement would be at your discretion of the Village?

Jeff Loster indicates that these are temporary speed bumps, correct?

Commissioner Gillis indicates due to plowing, you can pull them up in the winter and put them back in the spring. The real pain in the butt ones that Oak Park uses everywhere. Has the motion been made?

Commissioner Hoyt asks if the alley stops at William?

Jeff Loster indicates yes. I will recap for everybody. The motion on the table with Commissioner Osga is to install seasonal speed bumps and permanent stop signs in the east west alleys between Harlem and William, as well as the north south alleys between Greenfield and the alley just south of North Avenue. The location of these seasonal speed bumps is at the discretion of The Staff. Stop signs will be at all the alley entrances, with the exception of the "T" intersection, will have the east west stops at the "T" with one north stop. That is the motion I am issuing. Do we have a second on that?

Commissioner Hoyt seconds the motion.

Jeff Loster asks if there is any further discussion?

Vote taken.

Commissioner Chase – yes, Commissioner Gillis – yes, Commissioner Hoyt – yes, Commissioner Karrow – yes, Commissioner Osga – yes. Motion passes.

Commissioner Karrow indicates that now that we are going to have speed bumps, is there a time in which we can add permanent speed bumps to our arsenal? If speed bumps are an option, all of a sudden the things that we can potentially do on Bonnie Brae and Clinton, we now have more options that we did not have before. If seasonal speed bumps are one thing and before we vote on or before we decide on expensive permanent barriers along North Avenue, again we should think about using something similar or some traffic medium measures for using speed bumps instead particularly if we make them permanent. What is the prognosis of permanent speed bumps in this town Jeff?

Jeff Loster indicates that we do not have any.

Commissioner Osga indicates he does not think we are going to speed this up...

Jeff Loster interrupts and wanted to answer this answer very quickly. Due to The Village Wide Study that is ongoing. It is teed up for this September Commission discussion. Part of that Study includes a traffic calming toolbox. That is one of the things that we have heard from The Commission for a long time. What are the tools in the toolbox here. One of the components of The Village Wide Study is a scoring matrix, there is a cost matrix, there is an implementation matrix that lists 20 to 30 different things. There are points that can be assigned to each situation based on circumstance of that location and the point and total would let you all know what rate the implementation measure is appropriate. This is very much the permanent side of things and something that is part of The Village Wide Discussion. If you'd rather wait to have that discussion as part of a future discussion, the recommendation tonight would be to remove the cul-de-sac so that it can be discussed in a different context further down the road.

Commissioner Chase asks if we could leave the temporary ones there until September?

Jeff Loster indicates that The Board is asking for final recommendations for each of these locations.

Commissioner Osga indicates to be clear that the motion that passed was temporary for the speed bumps in the alleys. I have seen streets and alleys and there are cars going down both. The same thing in the alley ways east west north south is what struck me as necessary to implement the speed bumps and stop signs. I am not necessarily sold on the speed bumps on the streets but I do want to have this discussion with regard to the cul-de-sacs. Now that we are there, I would like to hear what everybody else has to say about the cul-de-sacs because I am curious and I think sending something clearer upstairs is important right now whether we do something, whether we do nothing or not. I am looking for clarity and at least input from those of us that are sitting here.

Commissioner Gillis indicates we need to make a second.

Commissioner Osga indicates that we are done with the alleys. Now do we want to address Clinton or Bonnie Brae?

Jeff Loster indicates Bonnie Brae. I have that one here. This is Bonnie just south of North Avenue.

Commissioner Hoyt verifies that are choices are permanent remove or some other alternative. If we keep them temporary, what other data will we receive between now and December.

Jeff Loster indicates there is no other study for this corner in town. There is no other study for The Village Wide Study. The collection for that is done. Any additional data sought by anyone is an additional cost at this point.

Commissioner Hoyt indicates that keeping that in a temporary state would just be to see what happens.

Jeff Loster indicates correct.

Commissioner Gillis indicates that once we get our toolbox, and assume there are speed tables in that, which is going to be one of the tools. Everyone knows about the speed tables. I know you like them as Public Works can plow over them and we do not have to remove them. That is the question. I know we have to get this done for The Village Board, but I personally would like to wait a while to see what is in that toolbox. Now that William is an example and we throw in speed tables every block down Division or we put in a traffic circle at Le Moyne and William or whatever is in that toolbox is solving what we are trying to fix here with people speeding through River Forest.

Commissioner Karrow indicates that we may be able to solve these problems with more precision rather than with these blunt instruments where the cul-de-sacs are which may not work.

Commissioner Chase asks how is the right out only been working on Forest as it has been there for years and it works just fine?

Jeff Loster indicates yes. There has been no problem associated with them for the last decade.

Commissioner Chase indicates rather than putting in cul-de-sac which allows nobody and is permanent and we do not have the September study, I would rather either do the right out or leave what we have for a month or two or three until we see the study and see what is in the toolbox. Does that make sense?

Commissioner Karrow indicates that there is a cost involved in removing the plastic barriers only to do something permanent later doesn't it make sense to do it only once?

Jeff Loster indicates that he can see your logic to it.

Commissioner Chase asks would The Board be upset if it did not come to this particular instance?

Jeff Loster indicates that he cannot speak for The Board.

Commissioner Chase indicates she understands and apologizes.

Commissioner Osga would like to make a motion to – with regard to Bonnie Brae...

Jeff Loster suggests making a motion to make this permanent or make a motion to remove it. Get a second. Then you can vote it up or down to make it a right out. The Board has requested the final decision on this or make it a temporary condition. Your condition is your prerogative.

Commissioner Hoyt indicates that she is not going to vote for making it permanent. The choice is do we remove it or do we keep it? While we are not getting any specific data to look at, we are going to be doing alley way adjustments. Those were some of the bigger complaints. So, we are addressing some of the complaints. I do feel we like keeping it as is. We will have more data just by hearing from the public even though it will be the numbers and data we have seen so far. I am

leaning toward keeping them even though I do not know if I will be having that same opinion at the meeting in September.

Commissioner Osga agrees with Kim to a certain degree. From a traffic and safety perspective and discuss the input we received via email from The Village. This toolbox is teasing me a little bit. I want to see what is there. I'm inclined to agree with Kim and say for now, we leave it and do not make anything permanent. At this point, personally, I am leaning towards keeping it shut off but it sounds like we will have a lot at our disposal. Two more people sitting here maybe three more people actually. We can have a discussion on Bonnie Brae and Clinton in September to finalize and we will have a lot more to talk about because with everybody's input from out there, yes, no so because this is still a democracy so when there is a yes and no - an interesting point was brought up on the email about do some people think there's a traffic and safety issue? You think about all of this. Is this just a business perspective to let people come in and out? Is there speeding – is there a way for cars or kids to potentially being injured, bicyclists and so on. I would like to do something permanent out there sooner rather than later with the toolbox. I would agree to keep it as is until we can make a final suggestion to The Board. They might not like that but it is what it is.

Commissioner Hoyt indicates that the speed bumps in the alley ways are two things that are going to be different for September.

Jeff Loster indicates that the traffic calming toolbox is being created as far as The Village Wide Study. If there is no more discussion based on the feedback provided, I would ask somebody to make a motion to let it remain in its current state for further discussion on the September meeting when the traffic toolbox is available.

Commissioner Hoyt asks if this is for Bonnie Brae?

Commissioner Chase asks the one at Bonnie Brae and North Avenue, correct?

Commissioner Hoyt asks so the motion for Bonnie Brae to keep temporary barrier...

Commissioner Osga interrupts and says cul-de-sac – barrier cul-de-sac.

Commissioner Karrow seconds the motion.

Commissioners discuss toolbox being received in September.

Jeff Loster asks if there is any further discussion?

Vote taken.

Commissioner Chase – yes, Commissioner Gillis – yes, Commissioner Hoyt – yes, Commissioner Karrow – yes, Commissioner Osga – yes. Motion passes.

Commissioner Osga moves on to Clinton Place and North.

Jeff Loster indicates that this is a partial cul-de-sac where northbound traffic is stalled at north North Avenue. Southbound traffic is stopped at the alley.

Commissioner Chase asks if this barrier was at the alley?

Jeff Loster indicates correct.

Commissioner Chase indicates that the residents can get out north at the alley and southbound traffic can only go to the alley.

Jeff Loster indicates correct.

Commissioner Osga indicates so, again, my objective is to open- up potentially, but slow traffic will trickle in any way we can once we get this toolbox. In the meantime, I see this as being similar to what we just voted on with Bonnie Brae and leaving it as is for now until we can address again Clinton Place and Bonnie Brae in September.

Commissioner Gillis indicates that his opinion here, this is the one that we heard the with most comments from residents about that they want it removed. We are going to be getting a traffic calming toolbox and hopefully we can focus on there. We saw a huge increase in counts for Monroe and William. Now that people will continue to go down Clinton Place, which will be there first place to start to cut down through, I think most people want that wide open now. I am sure the counts will go back up for that. I am inclined to remove them right now.

Commissioner Chase asks for clarity.

Commissioner Gillis, I am inclined to remove them until..

Commissioner Chase interrupts and asks just that one?

Commissioner Gillis indicates that one until we can better evaluate with our traffic calming tools. I think that's the majority of the people that want this removed who live up there.

Commissioner Hoyt asks about the increased counts. You did say that they were increased on William and Monroe, but still within a reasonable amount and not determined by the Engineer. Is it a average residential street.

Jeff Loster indicates that it is just based with it being on a residential street.

Commissioner Osga indicates that we need to leave it until September.

Commissioner Chase indicates that she agrees. I do not want to remove it and then in September figure out how to put something back.

Commissioner Gillis is hoping that we have some recommendations from the new Traffic Consultants whether they are looking at what we should be doing up there. At least part of this.

Jeff Loster indicates that this corner of town was carved out of The Village Wide Study separate study so there is nothing else coming on this corner of town from a consultant.

Commissioner Osga indicates that we need to look at this comprehensively down the road with the toolbox. At this moment, to open it up, then we have some changes coming with the alley ways. We are going to do something there and it may or may not be open, but at this point and time in the middle of July, we are going to be sitting here in two months with a toolbox to do something. That is why I am going to make a motion to leave it until September.

Commissioner Chase seconds the motion.

Commissioner Karrow indicates we are all in favor of keeping it as I don't think we want to be frequently changing traffic patterns to avoid putting up temporary barriers then taking them down and then putting up something that is permanent. Better not to do that. We are going to do something there or whether to make it permanent in September or put in speed bumps or something else in September. I feel it is better not to take it away and then put something else there and to have all these changes if we can avoid it.

Commissioner Chase agrees.

Commissioner Hoyt personally disagrees. I feel like we received a lot of comments, pros and cons. This is the one thing that we have received the most comments that is the simplest in terms of one veer one way with the cul-de-sac and with the increased signs on the other two streets it will be interesting to look at it in two months with everything else we are doing. I feel it is an easier way that we can listen to some of these comments. This is something to show that we are listening and trying to find something else we like the most which I don't know what that is. We are doing the alley, the stop signs and two things that are permanent. It feels to me like this is something we can take away for two months. My motion would be to take it away permanently but I am not saying not to put it back on the table in two months.

Commissioner Osga indicates the argument has merit however, we are looking at two months here and with the traffic patterns and the changes, I feel that the changes that we did make are enough to see some change over there. I am very much inclined to leave it alone until we make substantive changes out there and recommendations in September. With that being said, we have received a lot of comment on Clinton Place and comments to install full barriers. It is just not one side up there from what I feel and heard from emails, residents and through conversation. I do not think that it is that one-sided that they want it opened up. The residents south of the barricade seem to like less traffic on Clinton Place. That is why I made my motion to leave it for the two months, not open it up until we can slow traffic down and make a decision that The Board approves that will actually do something. Instead of opening up a spicket to traffic again on Clinton Place, I think it is premature and goes against what we are trying to accomplish here. Again, it is a two- month window so I am asking for two months to leave it up. That is my motion to leave it and do something substantive in September with the two months.

Jeff Loster reiterates the motion on the table is to keep this in its temporary form and discuss this in September when the full contents of The Village Wide Study is available including The Traffic Calming Toolbox.

Commissioner Karrow indicates if that does not pass and assuming we are not going to leave it, is there another vote to make permanent? Do you follow what I am saying?

Jeff Loster indicated that he did not.

Commissioner Karrow indicates let's just see what happens in September.

Jeff Loster indicates if the conversation essentially tabled in September, would be fair The Board in August can completely make a different recommendation. If it is tabled and The Board is aligned with that approach, the discussion in September will be no different that is now. Where you would want to make it permanent, remove it completely or make some other alteration to it.

Commissioner Gillis asks Jeff if he can read the motion one more time just to make sure?

Jeff Loster indicates that the motion on the table is to keep the partial cul-de-sac on Clinton Place just south of North Avenue at its temporary form with the plastic barricades to discuss it again in September when The Village Wide Study is completed and The Traffic Calming Toolbox is available.

Commissioner Chase asks if it is basically the same thing we are doing for Bonnie Brae?

Jeff Loster indicates correct. That is the motion on the table.

Commissioner Hoyt asks if there can be another discussion before we vote? There are some things that we are changing now and two months which is the alley with the stop signs, with the permeance of the Harlem adjustment.

I think in two months by removing it, we will see some changes.

We will either see or hear from people on Clinton to put it back or hear there is so much traffic going through here and please put it back on the Bonnie Brae and the alley way make it feel like there is less traffic. Yes, we will have more in the toolbox later. I feel that this is something that given the fact that we have evidence of significantly increase on the next two streets, let's see what happens with the other changes we are doing with the south side of Bonnie Brae.

Commissioner Chase indicates to your point, the changes we are making are strictly affecting the east west traffic. They do not affect the north south traffic. My point is we are making east west changes. We are not changing the barrier at Bonnie Brae at the moment. That doesn't mean that in two months we will not do something to fix to change it. I think we need to apply the same thinking to this street and see how the east west traffic is handled.

Commissioner Hoyt interrupts and questions so on the street? Just a change?

There is a conversation amongst Commissioners.

Jeff Loster asks if there is any other discussion amongst The Commission? If not, I will reiterate once again that the motion on the table is to keep the temporary barricade on the partial cul-de-sac on Clinton Place just south of North Avenue in its temporary form and to discuss it in September when The Traffic Calming Toolbox is available. That is the motion on the table.

Vote taken.

Commissioner Chase – yes, Commissioner Gillis – no, Commissioner Hoyt – no, Commissioner Karrow – no, Commissioner Osga – yes. Motion does not pass.

Jeff Loster indicates that the motion was to keep it in its temporary form. It did not pass. The Commission still needs to make a recommendation for what to do with this. If it is not going to stay in its temporary form does The Commission want to make it permanent, change it in some way or completely be removed.

Commissioner Karrow would like to make a motion to have it removed completely.

Jeff Loster asks if we have a second?

Commissioner Hoyt seconds the motion.

Jeff Loster asks if there is any discussion?

Commissioner Osga indicates that it sounds like the exact opposite of the previous motion.

Commissioner Gillis indicates I think to remove it temporarily.

Commissioner Karrow indicates we should watch what happens with the other options that are put in place and we know we always have the option to put it back or make it permanent.

Commissioner Gillis indicates and we wait for our toolbox. Maybe if it does not go in there, we should put speed tables up and down these streets.

Jeff Loster asks if there is a second for that?

Commissioner Hoyt seconds the motion.

Jeff Loster asks if there is any other discussion? So right now the motion on the table is to remove the temporary barricades that are in place on Clinton Place.

Vote taken.

Commissioner Chase – no, Commissioner Gillis – yes, Commissioner Hoyt – yes, Commissioner Karrow – yes, Commissioner Osga – no. Motion does not pass.

Jeff Loster indicates motion did not pass as we need four. I will take this up with The Board as this is not binding away. So, this will go to The Board and I will try to explain what these motions were that were discussed. This lands in the Boards lap at that point.

As far as The Commission goes, that kind of completes what we have on our agenda. Certainly, if there is anything else you would like to discuss or throw on there for discussion, that is your decision. If there is nothing else, we can open it up for public comment but would like to open it up to The Commission first.



Commissioner Gillis indicates that he had the opportunity to go to the town event that River Forest, Oak Park and Bellwood put on. I went to this one seminar. I found it interesting as it had a lot to do with solar and that type of issues. There was one from active transportation. The woman from CMAP which is the Chicago Metropolitan Agency for Planning, was talking about we are in a traffic crisis now. Traffic fatalities are up 41% over 2019. Her comment was that this would equate to a 777 airliner crashing every week in the United States. She pointed out that most fatalities occur in a 30 mph zone which is our town. Meaning if a person or bike gets hit in a 40 mph, there is an 80% chance that they would be killed. When these people get hit, they mostly don't make it.

There is talk amongst Commissioners regarding speeding cars in town.

Commissioner Osga asks if we are through with the discussion of the northeast Traffic Study improvements?

Jeff Loster indicates that we are through that.

Commissioner Osga indicates that he is excited for the September toolbox and again now that we are going to public comment with you guys, we heard a lot from you on both sides. There is not a right at this point. There is a one side and the other. What we are trying to do is slow traffic, keep residents and bicyclists safe, eliminate traffic down the road from the northeast quadrant and that is why we are here to collectively to hear what you guys have to say. We heard from a lot of people and that is why we did this early so we can take care of some things that The Board can chew on. I am fine with opening public commentary now for a little bit and hear what you have to say.

### **Public Comment**

Dr. Nucifora, 1415 Clinton Place – Against barriers due to increase of traffic volume and dangerous when snowy/icy weather is here. Also indicated that 70-75% of residents want barriers removed as well.

There is discussion amongst residents regarding barrier removal.

Jeff Loster indicates the Bonnie Brae and North barriers were voted to be left in their temporary place. The Clinton and North ones, which were voted twice on with no consensus reached with this group of Commissioners, will go to The Board for final determination which is a recommendation.

Commissioner Osga indicates that his objective is a traffic and safety perspective over there. With this toolbox we will make these changes. The barricades are staying. Nobody says they are going.

There is more discussion amongst residents regarding barriers.

Commissioner Osga indicates that he has a feeling in September that things will get worked out.

Dr. Nucifora, 1415 Clinton Place is asking if should could bring in a petition.

Commissioner Gillis indicates that there is only 5 of us here. Three voted to remove it and two voted to keep it.

Jeff Loster indicated that will be explained to The Village Board in its form. We are all getting hung up on the motions which do not matter. The vote will still be conveyed to The Village Board who make the final decisions.

Dr. Nucifora, 1415 Clinton Place is still questioning the process for decision/recommendations to The Village Board.

Commissioner Gilles indicates it is going to The Board with 5 of us here. Three of us voted to remove it. He is checking it right now. We probably won't have an answer as we need to check with The Attorneys to see if this is enough. Either way, it is going to The Board saying that three out of five voted to remove it.

Residents are discussing barrier removal again.

Commissioner Osga indicates that this is not a discussion. If you guys have something to say, please say it. We will finish this up in September. There is a pause on the barriers up north. There is a recommendation to The Board for the barriers on the east side of town. That is where we are right now. It is already done.

Commissioner Hoyt asks Jeff regarding the KLOA Study, what was the date of the data was taken from?

Jeff Loster indicates it was March of 2022. March 3<sup>rd</sup> is the data and on March 17<sup>th</sup>.

Dr. Nucifora is speaking on behalf of Kate Byrne, 1411 Clinton Place – Against barriers due to safety concerns and would like them to be removed immediately.

Dr. Nucifora speaks on behalf of Ed Kemper, 1423 Bonnie Brae – Against barriers. They force residents to drive greater distances.

Dr. Nucifora speaks on behalf of William Schmelling, 1530 Bonnie Brae- Against barriers. Cars and vans, one after are speeding. Save the children and remove the barriers.

Ellen Shorser, 1519 Clinton Place – Against barriers. Survey did not show heavy traffic on Clinton Place. Cannot go down our own street which is a terrible thing. We go in circles to go to our home.

Georgia Politis, 1224 Ashland – Against barriers. Asked if they could revisit Clinton and add a no right turn just to open the street up. People come in on North Avenue and back out which you do not see.

Mary Stamatakos, 1507 Clinton Place – In favor of barriers as they improve the safety for her family. Disappointed that traffic sign was taken down. Cars are speeding even faster. Traffic on Clinton Place has increased dramatically within the past seven to eight years. Has hard time backing out of driveway due to traffic.

Stephanie Petersmarck, 1401 Clinton Place - Against barriers. Does not understand why we won't start with stop signs or roundabouts. There are so many other choices than barricades. Inconvenienced getting to her residence. She asks The Commission what is the problem at Greenfield and Harlem and how have you solved it?

Commissioner Osga indicates that you are looking to get into a discussion which is not for now.

Stephanie Petersmarck, 1401 Clinton Place asks where they can get those answers?

Commissioner Osga indicates that they made it very clear that they are a Commission that recommends to The Board who makes the decisions. If you want the decision makers, you speak with The Board. We take data input. We formulate ideas and use outside consultants, The Village Engineers, and people who work for The Village at our disposal. We compile and make an educated recommendation that goes up stairs. They make the decision to implement to remove or do whatever they feel is productive for The Village.

Stephanie Petersmarck asks if there was ever a problem that was identified at Greenfield and Harlem?

Commissioner Karrow indicates that when this problem was brought to us over a year ago, maybe, was cut through traffic, that everybody was speeding down North Avenue and Greenfield. That is how this problem was presented to The Commission.

Stephanie Petermarck talks about issues at Greenfield and Harlem.

Commissioner Osga asks if she is finished?

Stephanie Petersmarck replies no, I am not. I still do not have the answer. What was the problem at Greenfield and Harlem that this Commission identified?

Commissioner Chase indicates cut through traffic.

Stephanie Petersmarck asks what that means exactly?

Commissioner Chase replies that it is traffic cutting through Greenfield and Harlem.

Discussion breaks out.

Commissioner Karrow indicates that all of our minutes are posted and you can look at the discussion with The Traffic Study which offers a lot of information.

Stephanie Petersmarck indicates that there is nothing in there. You took our money and used it to hire people to collect some data. You received objective analysis which you did not like and was ignored. You are wasting our time.

Gregory Abcarian, 1226 William Street – Against barriers. Talks about The Village selling property to Fenwick who are going to make it a huge athletic place and use it non-stop. Kids park on both sides of the street on William from Division all the way down past Berkshire, almost to Greenfield. These kids speed straight down on Division during peak hours and carry equipment out of their cars. Worried about kids/everyone's safety.

Commissioner Gillis indicates one of the things you can do, more for people on Greenfield only, is come back here with a petition for resident parking only which would eliminate those cars parking there.

Jeff Loster indicates that in the last few weeks, The Village has reached out to Fenwick a few times. At one of the last meetings, The Commission requested that we send a letter which did not service much. So, the president reached out to someone and made contact with them about putting up signage around campus similar to what Concordia does to direct parking onto their campus.

Gregory Abcarian, 1226 William Street, indicates that there is no parking there.

Kelly Abcarian, 1226 William – Against barriers. Advises we should use our own data as we are ignoring data. Not safe at parks as cars are speeding down streets and kids are going to get hurt.

Commissioner Gillis indicates that when we get our toolbox and figure out... William will be on of the big ones. How many speed tables do we do on Williams as you guys need it as it is a straight shot down. We agree with you there. One of the things someone asked in one of the emails is about traffic going up North Avenue. The 40,000 cars a day are going down North Avenue and up to Thatcher. Then 11,000 are going down Thatcher every single day as that is their new short cut. Then 30,000 are going down North Avenue to Harlem. This is a lot of cars and these are the current counts from the Illinois Department of Transportation. When those 30,000 cars are seeing that red light, a handful are turning right into River Forest down....

Gregory Abcarian, 1226 William, interrupts and talks about letting cars go down the main arteries and how people don't care about speed bumps.

Commissioner Osga indicates that the interest of expediting this, your point is very well taken. We do need to look at data and make decisions. These two months is obviously an issue and what is going to happen is that The Board will listen and see the notes and minutes from the meeting and the are meeting before September. The have the three Yays and the two Nays on the removal at Clinton. This issue will be upstairs. The toolbox when it comes, the tables and so forth our objectives.... You make it sound like we are playing whack a mole. This is called the northeast quadrant and there is more than Bonnie Brae.

There is more than Clinton Place. There is more than Monroe and William. We need to figure out how to take care of the northeast quadrant. That is what we are going to do. Again, thank you for your input. It has been very well received and appreciated. Now, let's get the rest of you up in front of us so we can get out of here.

Kelly Abcarian, 1226 William, requests that every meeting should start with reviewing data. No decision should be made without analyzing studies and information you are gathering to make decisions as what you are doing is totally whack a mole. You are ignoring what this data is telling you. You are solving a problem that does not need to be solved. The traffic volumes on Bonnie Brae and Clinton are never nearly the issue as Monroe and William. All you did was make the problem on Monroe and William incredibly dangerous.

Latricia Tolbert, 1406 N. Harlem – Against barriers. The residents never saw cut through and not resolving anything. The alley complaint that has been there for years is not resolved. Residents would like the barriers removed. She asks Jeff if the vote that you are providing them (The Board) be noted that the number of the residents that are here at the meeting are against the barriers that even though The Committee is voting in favor of keeping the barriers permanent.

Jeff Loster indicates they have access to the minutes and the audio of this meeting. I know for a fact that some of them listen to all of this.

Latricia Tolbert, 1406 N. Harlem, asks how petition should be submitted to The Board on August 28<sup>th</sup> instead of coming back here?

Jeff Loster indicates that if you have another petition that you would like to incorporate into the discussion, I would suggest that you submit that to us on the website. Did you say you already did? If you have additional information that you would like to be considered, we can certainly.....

Dr. Nucifora interrupts and indicates that she thinks she said that she wanted to bring the petition to remove the barrier on Greenfield because it is dangerous. I said it last year with the ice and snow was really dangerous to drive through then. I would like to remind this Commission that a year ago a gentleman brought a petition and he did not have any paperwork, petition or support and he had four people here with him to support his petition. I am here. I have 75% support through the survey and people support here. I ask The Commission here that my petition, without any paperwork be treated exactly like last year the way Mr. Armalas was. He did not bring in a petition and had no paperwork and sufficient support.

Jeff Loster indicates understood. If you have any additional information you would like to share with Staff, we can certainly discuss this.

Dr. Nucifora asks what do you mean you are going to discuss it with Staff?

Discussion amongst residents about what was given to Commission.

Jeff Loster asks to have this incorporated into this discussion? What are you referring to as your petition?

Dr. Nucifora indicates my petition is to remove the barrier on Clinton because it is dangerous.

Jeff Loster asks how would you like me to share an oral petition?

Dr. Nucifora says the way it was done last year. I don't know what was done last year but a gentleman came here without anything.

Jeff Loster asks if this is The Public Survey that was completed?

Resident indicates she is talking about a year ago.

Jeff Loster indicates that there is a separate oral petition that she wants to share so please let her finish.

Dr Nucifora indicates that last year there was a gentleman who came here in front of you.

Jeff Loster indicates understood. We don't need to talk about this from scratch. We talked about this. We know how we got to where we are. If you have additional information that you would like Staff to share with this group or The Village Board, we will be more than happy to take that information from you. It was part of this discussion that The Board and The Commission have been having for the better part of the last year.

Dr. Nucifora indicates that she is ready now to make a petition to remove the barriers.

Jeff Loster asks if she would like to change your motion on these barriers?

Dr. Nucifora indicates because it is dangerous.

Jeff Loster indicates understood. So, you made your petition to The Commission and at this point, having heard her comment, do you wish to make any changes to your recommendations at this time?

Commissioner Chase indicates no.

Jeff Loster indicates that there is no discussion there doesn't appear to be any support for changing the motion that already has been made this evening.

Dr. Nucifora indicates I am not changing a vote or anything, I'm making a separate petition just to remove the barriers. This has nothing to do with the vote.

Jeff Loster indicates that they already voted to keep the barriers or make them permanent.

Dr. Nucifora says excuse me I am now making a petition to remove them.

Jeff Loster indicates I am asking if they would like to change their vote on keeping the barriers or to remove them if there is no interest made on it.

Resident asks if we can please take a vote so there is a record.

Jeff Loster indicates that we need a motion on the table to completely remove the barricades.

Commissioner Chase indicates that we are not removing or keeping them. We will discuss this again in September.

Commission Karrow asks if you are referring to the ones on North Avenue, right?

Commissioners and residents are discussing the motion situation.

Commissioner Gillis indicates that just to make it clear, you just asked to remove the barrier on Clinton Place?

Dr. Nucifora indicates correct.

Commissioner Gillis indicates we took a vote earlier. Three people said to remove it and two people said to keep it. We thought and they are checking with The Village Attorneys, that Jeff will say to The Village Board that there were not enough votes as you are to have four votes out of seven in order for this to be a recommendation. Am I saying this correctly?

Jeff Loster indicates that even if there were four votes, it is still going to The Board. The Board will know that it is a split vote.

Discussion amongst residents questioning recommendation. Cathy did say that whatever you say is what she is doing.

Jeff Loster indicates that they will see this as a three to two vote.

Residents questioning decision.

Commissioner Gillis explains that we, the five of us, decided to remove the barriers on Clinton, ok. That is what we just voted for.

Jeff Loster indicates that we are all getting hung up on whether the motion passes or didn't. The motion was that the majority here is three to two in favor of removing it. That is what will be presented to The Board.

Commissioner Hoyt, Commissioners and residents are discussing what is being presented to The Board. Resident asks if you guys can just use the Survey as the petition. Resident indicates that you did not listen to the people before voting. This is a democracy.

Jeff Loster breaks up the discussion and indicates that if you would like to make more comments, come to the podium, state your name and address.

Dr. Sofu, 1407 Clinton Place - Against barriers. Indicates based on his experience that placing barriers are always the resource. There is serious public safety consideration associated with barriers with emergency responders.

Discussion amongst residents.

Resident asks Jeff if he can say something positive for a change? He says thank you and indicates that the first thing you did at this meeting was put up a stop sign at Clinton and LeMoyne so I am going to be able to travel safely.

Commissioner Hoyt indicates that in the packet in the back, it talks about the results on Monroe and William. It gave the percentages that we had discussed earlier. There is a statement that I am going to refer to that said even with the increase with the traffic volume, the roads are expected to operate safely and without congestion. That was in regards to Monroe and William. I just wanted to put this out there for us to understand that it is truly safe in terms of the arguments here that it was above the 1500 KLOA Study acceptable amount. The result I went into this meeting was that it was going to be safe. So just to better understand that.

Jeff Loster indicates to repeat our numbers that were gathered in this recent round of data collection to see our counts indicate that the streets would still operate under safe conditions for a local roadway. I think the 1500 and larger numbers you are seeing, that we are doing tonight, are those percentage increases for the peak hour counts applied to a daily counts. There is a bit of an extrapolation there not necessarily in the direct translation.

Commissioner Hoyt indicates right. So, they are down about the same numbers?

Jeff Loster indicates correct. The translation of the percentage increase. That is my understanding.

Dr. Nucifora interrupts and asks if it is true, I assume that the same percentage applies to the non-peak hour. If this is an incorrect assumption, it is not that a peak hour has been multiplied by 24. I took the daily volume from the KLOA report which includes both the peak hour and non-peak hour. I multiplied by 300%. If it true, there is a 300% increase in the peak hour, it is very likely that there is a 300% increase in the non-peak hour.

Jeff Loster indicates we are trying to explain just that.

Dr. Nucifora interrupts Jeff and asks him to let her finish. This number is much higher than 1500. It is considered by IDOT and the KLOA report as the upper limit for the daily volume for residential. Yes, my numbers are correct.

Jeff Loster indicates that he never tried to imply that.

Discussion amongst residents and Commissioners regarding numbers.

Commissioner Gillis indicates that he does not want to sit here and argue, but if they remove the barriers, where is this traffic going?

Discussion amongst residents talking about barriers and traffic.

A motion was made and seconded to adjourn the meeting at 10:25 P.M. All Commissioners voted in favor of the motion.

Vote taken.



Commissioner Chase – yes. Commissioner Gillis – yes, Commissioner Hoyt – yes.  
Commissioner Karrow – yes. Commissioner Osga – yes. Meeting is adjourned.

Respectfully Submitted:

*Signature Line*

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Bill Koclanis, Secretary

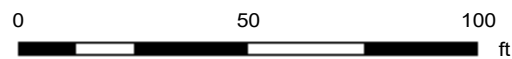
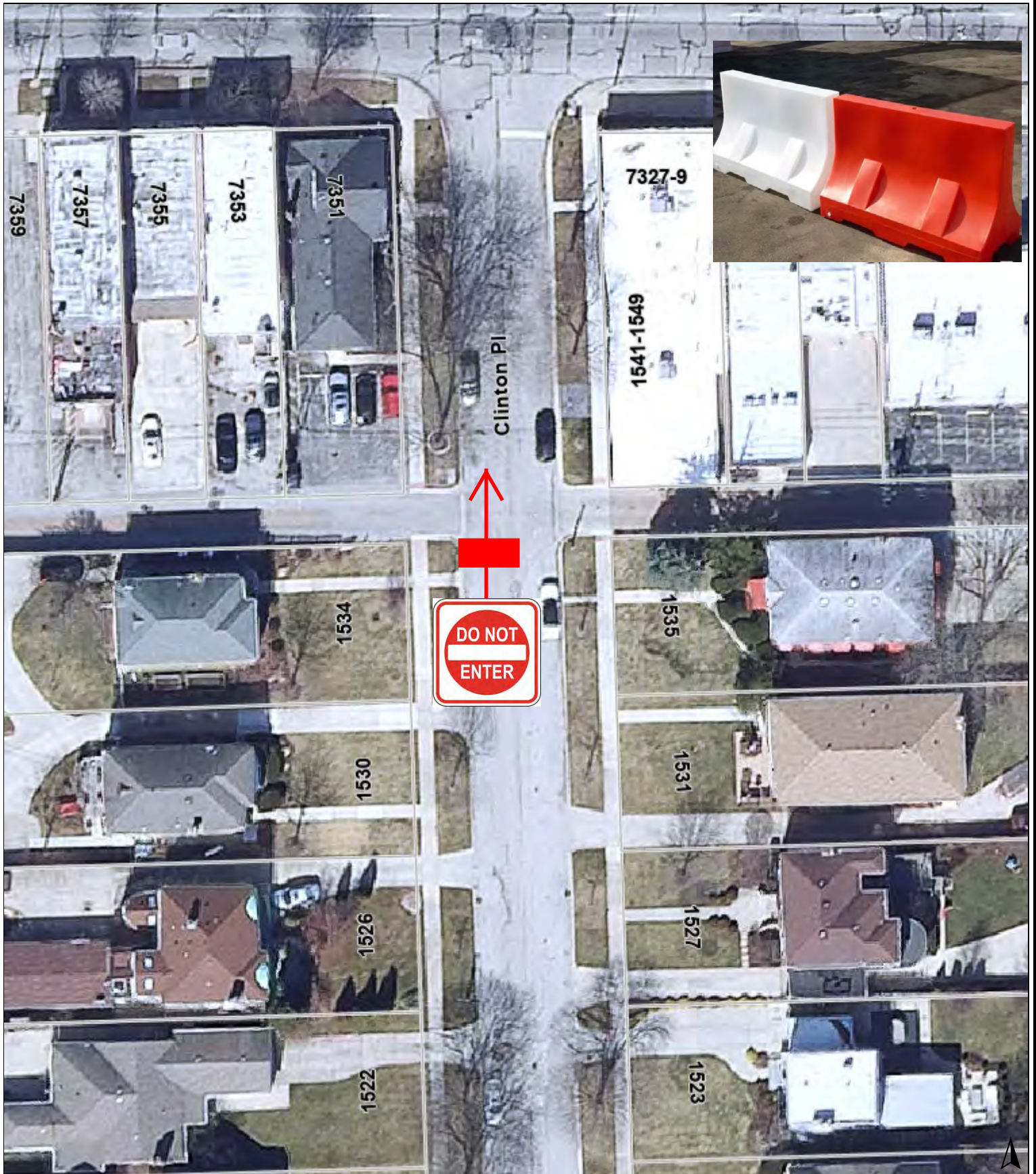
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Date:

Traffic & Safety Commission

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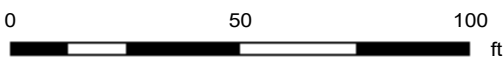
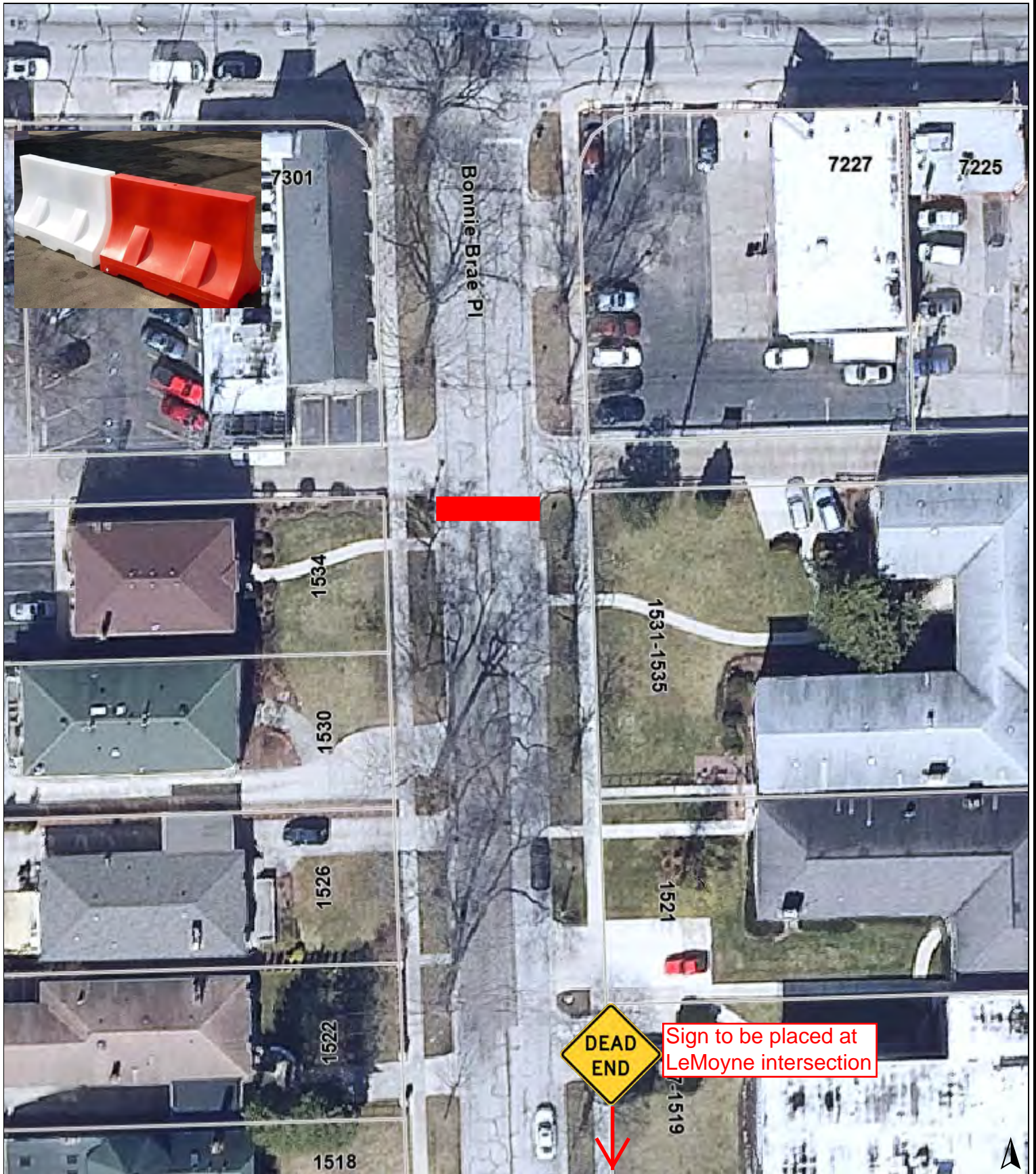


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