



VILLAGE OF RIVER FOREST TRAFFIC AND SAFETY COMMISSION MEETING MINUTES

Wednesday, November 15, 2023 – 7:30 P.M.

A regular meeting of the River Forest Traffic and Safety Commission was held on Wednesday, November 15, 2023, at 7:30 p.m.

MOTION approved to adopt minutes from last meeting.

Roll Call and Call to Order

The meeting was called to order at 7:30 PM. Present at this meeting were Chairman Rees, Commissioner Chase, Commissioner Gillis, Commissioner Hoyt, Commissioner Jayaraman, Commissioner Karrow, & Commissioner Osga.

MOTION to adopt minutes from last meeting. Commissioner Gillis seconds.

VOTE TAKEN ON MINUTES

Chairman Rees – yes, Commission Chase-yes, Commissioner Gillis – yes, Commissioner Hoyt – yes, Commission Jayaraman – yes, Commissioner Karrow – yes, Commission Osga – yes.
Motion passes.

Chairman Rees welcomes everybody and indicates that the Northeast Corridor is not fully on the agenda, but I think one of the agenda items is for us to give an update. At the last meeting we did suggest that the barriers be removed so there can be new counts taken and speed data collected. I will turn this over to Village Staff to give us a report on what the status is.

Bill Koclanis, Civil Engineering Technician, indicates that the barriers were removed on Tuesday, October 24th, and Thomas Engineering is doing a speed and volume study on Jackson, William, Monroe, Clinton & Bonnie Brae. Week one was last week. They did Jackson & William. Week two is this week for Monroe & Clinton. The week after Thanksgiving will be William and Bonnie Brae.

William is a repeat count just to double check. So that is the status on that. We will have the information probably in December and will be in front of this Commission in January.

Chairman Rees indicates that it is his understanding is that's what we requested. We didn't technically request Thomas Engineering to actually make a recommendation of what we discussed. Many of you may know or seen this but this Thomas Engineering Group has a Toolbox where they identify various levels based on a point system to try and have somewhat of a rigorous approach to what kind of traffic calming devices might be justified based on points.

The points are allocated based on speed, volume, etc. and accidents. With the collection of that data, we would have some additional data to then reconsider whether we make and recommend any changes up in that area of the Village. I suppose one issue that we can address either now or later is whether we would want to ask Thomas Engineering to actually make a recommendation based on the data they collect or whether we would just come up with our own recommendation based on the data.

The other thing that is on the agenda today is discussion of a truck ordinance and discussion of the Traffic Study done by Thomas Engineering with respect to Washington Street which is quite detailed. I rather not get derailed on the Northeast- quadrant but I know that there are people here that live there. Are there people who signed up who want to address any of the items that are on the agenda?

I guess you can address any topic that you want on the agenda then we will turn it back to the Commission.

Stephanie Petersmark, resident, indicates one of things that will probably impact the comment that I was here to make tonight which is the speeding remains. One of my eight -year old asked me to come here tonight because he wanted to tell you all how yesterday how someone grazed his foot as they sped by him crossing my street to get to my house after school. What you didn't mention in terms of volume and mostly I am less concerned about volume and more about people following the law. That is the speeding on Greenfield at the Northeast-quadrant. I am at Clinton, and I am now in the dead man zone between the stop sign that has been installed and I really want a stop sign there at Clinton and Greenfield on Greenfield. I agree with people who have said people do not observe stop signs, most of them slow, although this afternoon I observed and number of people blow them. I would like the speed examined on Greenfield between William and Harlem in both directions, east and west at all times of the day. Curious what times of the day they are going to do the study as I do not see people there. I am here tonight to beg you for a stop sign there despite the fact to put at least a stop sign every more than every other block as an immediate measure more long term. In terms of the solutions, I know that we had thrown around a solution for speed bump/humps and those kind of things. One of the things I have not heard a lot of conversation about is sort of the round-about that I've noticed in some of the other areas that are not the huge ones that would require us to do anything except to actually expand the roadways but there are some small ones that do require people to at least slow down or hit the curb. Those are the things I want to say tonight and am sorry if they are not part of your agenda.

Chairman Rees asks if anybody else would like to comment? Please give us your name and address.

Kelly Abcarian, 1226 William Street – Emphasizes that we should utilize Thomas Engineering's Toolbox as stated and ideally get them to recommend. There was motion made last time to alter the Toolbox to include the barriers and the guy tried to state that the reason why it wasn't in the Toolbox as it is the very least measure that you would ever do. That has been backed up by a guy who lives in our neighborhood and Village with the rest of us who did traffic study commissions for a living who has also validated that fact. I want to make sure we are not going to alter the Toolbox that we have been given. If we are going to do this on our own with not a lot of expertise across all of us, we know how to properly use that Toolbox to interpret the data that

you collect to map it to the recommendations that should be implemented. That would be my request as I am a data gal. Please use the expertise and the data and don't modify the Toolbox.

My second comment is that the last 3 days on Division, between Lathrop and Monroe, sorry, Jackson and Lathrop. The River Forest Police have been pulling over Trinity parents and giving them tickets for drop off. I don't know if this Commission has asked the River Forest Police to police that area during the morning and afternoon hours. My concern is that there are so many other speeding problems in this community and drop-off of students is not the core issue here that we need to address. I don't know what's causing the River Forest Police to show up every morning. It's been crazy. I drop off my kid and I see 4 cop cars. Where are these cops when people are speeding down these other streets almost hitting kids on William Street and other streets where there's not enough stop signs. Don't understand the enforcement that is going on. Don't know if it was the school who requested the cops to come. It is a little concerning to see how our tax dollars are being spent and used verses on the broader safety of the community which needs to be focused on speeding not on parents trying to get their kids to school. Thank you.

Chairman Rees asks if anybody else would like to make a comment.

Dr. Constantine Politis, I have a business at 7327 North Avenue and residence at 1224 Ashland. No comment but would like to say thank you to the Board for being open to our concerns, as business owners, and can't thank you enough for implementing the stop signs at those busy corners. There is a blind alley that I really worry about for pedestrians in front of my building and particular for the young female dentist who has her practice as I see kids running back and forth from the dentist office. I put up signs all the time on the building to please watch it. Can't thank you enough for putting up the stop signs up in the alleys. I really appreciate it.

Chairman Rees asks if anybody else would like to comment.

Dr. Giuseppina Nucifora, 1415 Clinton – I would like to repeat what Kelly said. Please listen to the expert. They can see what can happen after any decision that has been taken. We can only see what's on our block regarding signage. The experts have a better vision than we do. Please give some weight of the recommendation of the Thomas Group. Thank you.

Chairman Rees asks if anybody else would like to comment.

Olivia Denton, 7614 Washington – Thanks the Commission for taking the time to do this Traffic Study in our community. I did go through some of the result analysis and did see recommendation reports for speed reduction measures on Washington and recommend that these put in place as soon as possible. Loves the idea of the curb bump outs and the ones that allow bicyclist to go through still and the raised intersections for Lathrop and Washington and Franklin and Washington. I've seen a lot of collisions there and children having trouble crossing the street. The other night, someone sped around a car took a sharp left and caught me and my children off guard in our stroller. I would love to see the results of that analysis go through. Thank you.

Chairman Rees thanks Olivia and indicates if you are able to stay on I assume we will get to some discussion of the recommendations with respect to Washington in a few minutes. Are there

other people here who want to address the Commission? Alright, why don't we turn it over to the Commission for discussion and any questions.

I will start with a question and that is Bill, I think you reported on the fact that they are collecting additional speed data. Do you know if that would include Greenfield at this point or if Greenfield is not included?

Bill indicates no that it would not. It is just going to be those we discussed earlier. Bonnie Brae and Jackson. Both of those areas. We are not doing anything on Greenfield right now.

Chairman Rees indicates that he has the KLOA Study here and I have to check we may have the older data with respect to Greenfield speed study.

Bill indicates that he would have to check that as he does not have it in front of him.

Chairman Rees indicates ok. I would like to make a few comments and turn it over to the other Commissioners with respect to Kelly's comments about the Toolbox. I think that I was the one that requested that. Currently, the Toolbox has a number of potential calming measures based on Level 1, Level 2, Level 3 and Level 4 and currently either a cul-de-sac or closing off the street is not listed. I think we asked them if they thought it would be appropriate if they were to include something like a barrier to identify what level that would be. Would it be Level 4 for example or would it be even a higher level meaning more points to have that kind of a barrier. I think my inclination would be to defer to the Thomas Engineering Group to let us know where that kind of measure would fit within their matrix.

Commissioner Gillis indicates that I am going to correct you. Actually, on their Level 3, they do talk about a roundabout there which I think would be a traffic circle or barrier in the center there.

Chairman Rees thinks of a roundabout as where people drive around the circle to....

Commissioner Gillis interrupts and indicates that is what you are talking about.

Talk amongst Commissioners about roundabouts in Elmwood Park. They agree that is a roundabout so to speak.

Chairman Rees indicates I think Kelly was suggesting, it would be inappropriate, if I understood you correctly Kelly, that we have to stick with this matrix and it is not even appropriate to put an actual cul-de-sac or actual barrier on the matrix. My view is we ought to find out where it would fall in the matrix. If it would fall under Level 1, 2, 3, 4 or beyond.

Commissioner Hoyt indicates that I actually had 3 things written down to make sure that were included. One was a cul-de-sac and one was the barrier. It was not the median barrier. It was half of the road barrier and the third was a stop light. Like adding a stop light. Where would that fall? Those were in my notes to make sure they were added to the final version.

Chairman Rees indicates so Kim, just to make sure we have that record why don't you go again and repeat...

Commissioner Hoyt states for the final Traffic Control – Traffic Calming Measures sheet to include a cul-de-sac, to include the barrier...

Chairman Rees asks if by a barrier, you mean a full barrier or partial barrier?

Commissioner Hoyt indicates I am assuming a full barrier and the cul-de-sac are similar but like a partial barrier. Like a one-way barrier.

Chairman Rees asks like the one that was at Clinton where it allowed traffic on one lane but not the other.

Commissioner Hoyt indicates correct. I believe we refer to that as a barrier, but I always got confused between that and a median but that kind of a barrier, correct and third being a stop light. Like the additional stop light. Where would that fall? Is that a Level 4 or Level 5 that we are not aware of. Just to know where that falls.

Resident interrupts and makes a statement.

Chairman Rees indicates I know and if you want to – I don't want to mean that we are overly formal here, but we are discussing right now among the Commission and if you want to speak, I will turn it back over so you can speak into the microphone so we can hear what you said.

Are there other comments from the Commission on - at least any of the public comments we heard so far? Do we need for Commissioner Hoyt's suggestion, do we need any kind of motion on that or can we request that and ask them to...

Bill indicates I think this is going to be a fluid document until it is finalized so I think we can request that from them.

Commissioner Hoyt indicates that was actually one of the other questions I had. Was that finalized? It still says draft in the version that I am looking at.

Bill indicates no and today the final Traffic Study was uploaded to our website. The Toolbox, again, is going to be a fluid document. Laws change, MUTCD rules change so it will be a fluid document but the final report is on the website right now.

Commissioner Hoyt indicates it is. Ok and is it the same version that we saw without any edits as far as you remember?

Bill indicates that there were a couple of minor things we saw. Just tweaks we needed to make. Nothing in the report really changed.

Chairman Rees states that I am sorry I did not get – what is your name? I am sorry, the woman in front of you. Stephanie. Did I hear you suggest a stop sign at a particular intersection on Greenfield?

Stephanie answers yes, on Greenfield at Clinton.

Chairman Rees asks is there a reason not to have Thomas to collect some speed and volume data on Greenfield?

Commissioner Gillis indicates I think we should. We should look at the traffic that we have going down there now. They have been trained to go down William and turn left onto Greenfield.

Chairman Rees asks if there is any objection to our – is the Commission asking if Thomas Engineering can add Greenfield to their remit and collect some speed and volume data on Greenfield when they are collecting it on these other streets?

Bill indicates that they do not have enough sensors to do Greenfield right now. It would be in the future. It would not be done by December.

Commissioner Karrow asks if they can do um – we were doing William twice I think you said?

Bill indicates right that they are doing that just to double check their counters. That is just how they do it.

Commissioner Karrow asks if they pick one street and they do it twice?

Bill indicates right. The way they do it is that they set up on a Monday, they take the counts Tuesday, Wednesday, Thursday and they pick it up Friday. They have two counters there and a speed. They are taped down the street in black tapes. No one sees them. They are there 24 hours. The reason that they are doing two streets at a time is that they do not have enough counters to do all the streets at once.

Chairman Rees indicates got it. There is some limit in terms of just the resources but it sounds like there's not any real objection to collecting that data. We might need to wait and get this other data collected first before we collect additional data on Greenfield. I have the KLOA Study here. I was going to look and see as we may have – it might be somewhat dated but, I think we can just check that to see at least we have the data that KLOA collected before on Greenfield so we would at least have that as a base line in the meantime.

Any other comments from the Commissioners with respect to any of the public comment before we move to the other items on the agenda?

Commissioner Osga indicates in the study we are now doing again up on the Northeast Corridor, we didn't ask them for their professional opinion?

Chairman Rees indicates no and that is a good question, John. I think it is worth discussing. Whether we should. I think that where we left it is my understanding that they are collecting the data and will give us the data they collect with respect to speed and volume. At least as of now, they don't intend to give us a recommendation.

Commissioner Osga indicates that after reading about what we're going to be talking about very soon on Washington, I am excited. It is a good read with everything going on Washington and now we have them involved on the Northeast Corridor and the Toolbox is at our disposal, I

would love to hear their opinions on what to do because we've been talking about the Northeast Corridor now for a while. Speed is evident. There was a decision made to remove the barriers when I wasn't here. Now we are going back into that whole study, decision making process. I absolutely would like to hear – I don't know if we have to make a motion to have them do that or not, but their professional opinions, I think, are very valid at this point.

Chairman Rees asks if there are any comments from any other Commissioners on John's request?

Commissioner Gillis indicates I would agree.

Chairman Rees it sounds like - Staff do you have any comments?

Bill indicates I just think it is something we would just say hey, I need a couple hours of your time. Bill me per hour and give me a recommendation. It is such a small area it shouldn't be much.

Chairman Rees indicates right. I think that we can let the minutes reflect that we would add that request that we would have Thomas try to fit that in when they can and then...

Commissioner Osga indicates that it is a small area but then obviously it is pretty important.

Bill indicates that yes, it is very important but cost wise...

Commissioner Osga indicates it is pretty important not just for the residents, but our time, now that we have this time into it, we are looking into it again, I want to make decisions and want them to be validated because of all the previous – we had KLOA and much to our detriment, we didn't listen to KLOA previously and that has now led to the last year of discussion. So, absolutely, I want to hear from the professionals. Again, with this Toolbox in front of me, and what I read on what's happening perhaps may happen depending on budget, whatever, on Washington, let's go into this with eyes, ears open and listen to what TEG has to say.

Chairman Rees indicates that he would like to suggest that KLOA should make whatever independent recommendation they would think appropriate. There is no reason for them not to be informed by the recommendations that KLOA previously made and they can determine whether they agree or don't agree with the recommendations based on their matrix, methodology. If that helps them and makes it more efficient.

Commission Hoyt interrupts and indicates if it is possible, let them know that we will be meeting on January 15th, so they have enough time between when the data is taken.

Bill interrupts and indicates that they are well aware of all our meetings.

Commissioner Hoyt indicates that is not going to be that big of a deal. Hopefully they can actually get it done prior to our next meeting.

Chairman Rees indicates Great. I think that covers the public comment that we heard so far. Is there anything else before we move on to other agenda items?

One of the agenda items and I guess maybe we can go ahead and order – I have a question for Staff. Do you understand what the Village or if it is the Board or with whomever wants us to discuss with respect to the Truck Ordinance?

Bill indicates that I know in previous discussions here with the residents, they've been concerned about truck traffic in the Northeast. Just to go over that, the only street that's open to truck traffic between Lathrop and Harlem is Clinton. If you wanted to make a recommendation to eliminate truck traffic on Clinton, you guys can go ahead and do that as well.

Matt Walsh, Village Administrator, indicates if I can just add one piece to that at Village Board discussion when they are discussing your recommendation about the Northeast traffic based on some of the public comments that night, the Village Board asked that this Commission examine the Truck Ordinance. Staff looked at it and we feel that is mostly sufficient. I think Bill just mentioned one easy tweak to add an additional street to the list of prohibited truck routes.

Chairman Rees indicates that I'm trying to find that page in the agenda. I had a question in that we're discussing Washington. Did I read correctly that Washington technically prohibits truck traffic? That doesn't make sense to me. I was wondering if you live south of the tracks and you have a moving van and they can't get under the viaduct, what's their choice? They have to go to First Avenue and down either to Madison or to the Expressway?

I was moving my elderly father's stuff from our house to Oak Park and trying to figure out how can a truck get there from the south part of River Forest to Oak Park without violating this rule.

Commissioner Gillis indicates that I think, or correct me, if you are making deliveries on your street, a truck can drive down your street like a moving van or a delivery truck.

Chairman Rees indicates but in the example I gave if you are moving stuff – say you are moving stuff from your house to an apartment in Oak Park say or north River Forest, would the Ordinance allow your mover to move?

Bill indicates that Ordinance does state that if you are making deliveries, you're fine.

Chairman Rees asks Dave what page was that did you say?

Commissioner Hoyt indicates 29 and 30.

Commissioner Chase asks if we want to stop just various truck traffic on Clinton?

Chairman Rees indicates that's the question.

Commissioner Hoyt indicates that I am trying to understand the first schedule that's on here in terms that no trucks can come through here unless they have a purpose with deliveries. Then Schedule 6 additionally adds limited load - streets that are not allowed. What is the purpose of Schedule 6?

Bill indicates that just lists the streets that prohibits truck traffic. That is all it does.

Commissioner Hoyt asks so 9-2-6 that talks about truck and bus routes, it only refers to those streets. So, all other streets are allowed to have trucks on them?

Bill indicates correct. The streets that are listed are not allowed to have trucks. Everything else is allowed. So that's why if you wanted to add Clinton, we can do a motion to add Clinton to that.

Commissioner Karrow indicates that I don't really understand enough about how this list originally came to be. It feels somewhat of an arbitrary list of streets in the community. I don't know that – if like the Village Board wants to do something with Clinton, they can do it without us chatting about it. We don't have any information about Clinton and we haven't heard any comments about it so it seems a little bit pointless for us to make a recommendation. Upon what would we base such a recommendation?

Chairman Rees indicates frankly, if we were to make a recommendation, I might recommend that they flip it and that these Ordinance outlaws traffic except for permitted streets. We can identify the streets where it's permitted rather than have an ad hoc list of where it's not permitted.

Commissioner Hoyt asks why is any street allowed? That's why I did not understand the purpose of that list. I would rather say that it is not allowed anywhere.

Chairman Rees indicates it can be just logically the thru streets, the streets whatever they are generally qualified as that are understood by traffic, engineers being pass thru streets like maybe even Thatcher. I know we are trying to calm Thatcher but Washington – Those are streets that are now listed as prohibited which in my mind would probably be more likely to be allowed. Where other streets like Clinton and other interior streets you would think as a general matter unless an exception applies for an appropriate delivery it would be barred. I kind of agree with Dave and others here that we don't have a lot of information by which for us to make some recommendation other than- I don't know if others agree that if we know enough to make a recommendation in a way that the Ordinance should be flipped where we would outlaw traffic. Based on the language of the statute, not sure what the purpose of even listing the documents for the streets on Schedule 6. You can almost eliminate Schedule 6.

Commissioner Karrow indicates then it would be unlawful to drive trucks on any street unless they are making delivery on the street.

Commissioner Gillis indicates for example, if you thought of Monroe, they should be allowed to drive from North Avenue to Le Moyne because they are making deliveries to Fresh Thyme. They should not go past Le Moyne for their deliveries. So, they are allowed that one block stretch.

Commissioner Hoyt indicates even though Monroe is listed on here as not being allowed.

Bill indicates that they are allowed on Jackson to their south property line so that is where they can make their deliveries.

Commissioner Gillis indicates that the way it is set up now, Monroe they are not allowed to drive on. Even though we have truck parking only on that section or – I agree. I think we have to flip it around and come up with some permitted areas.

Commissioner Karrow asks is there is a problem that we are trying to solve? What is the problem exactly? There has been a public comment that favored examining it so we're examining it. Is there an issue with it that needs solving?

Matt indicates no, I think the Village Board has heard that concern. I think in Staff's opinion, the current Ordinance does provide enough ability to enforce. I think to Chairman Rees's point, there does not need to be a recommendation made tonight. We can take as Staff direction is potentially rephrasing it to prohibit – just list the permitted streets as you can see this Ordinance hasn't been updated since 1992. It's hard to say what the reason was for those streets at that time. That may have come because of residents on that street requesting certain streets be identified. May have been as simple as that. It's hard to say.

It's not necessarily a pressing matter so there does not need to be a recommendation tonight. Staff can take the feedback the Commission discussed and bring that back for discussion at a future meeting.

Commissioner Gillis indicates it needs fixing. It's on the to do list.

Chairman Rees indicates I guess we would be glad to take it up again. It sounds like you heard enough today that maybe we can – are similarly baffled by why some of the streets are listed. I guess would recommend that maybe whether it's Staff or with Village Counsel however they write Ordinances to decide whether it ought to be written in a different way where the basic presumption is that truck traffic is excluded unless certain exceptions apply like those that are listed in the Ordinance and whether there might be certain streets because of the nature of the street that are just exempted from the Ordinance altogether.

Matt indicates one last comment from the Staff at least. I think with this topic, especially with the caveat about delivery traffic. Folks will see trucks out there and think that the Ordinance may not be strong enough or not clear enough but maybe it's actually more of just the challenge of enforcing a topic like this. We might have enough on the book but if police are taking care of something else or not keeping up with all the truck traffic throughout the day. Or it is in fact a legitimate delivery to a home. Someone two blocks down might not know that. That's the challenge of this issue.

Chairman Rees asks what counts as a truck? Is it a certain weight? Does it include lawn service trucks that are out on every block of the Village?

Talk amongst Commissioners.

Chairman Rees indicates right and again I think Dave you said what problem were you trying to solve? So, I guess one comment is No. 1, for what purpose are we being asked to look at this? Is there a particular problem and then we provided some of our initial comments? Anything else on that topic?

Why don't we move to Washington. We got this very comprehensive report from Thomas Engineering. The gentlemen from Thomas Engineering gave us this summary at the last meeting and it includes within it various parts of the Village. I think at the last meeting we were questioning of these various recommendations would be prioritized. Some I think we asked for some input from the Village. Sounds like a result from that discussion Washington was added to the agenda. Thomas Engineering made some specific recommendations with respect to traffic calming along Washington. It looks like they have a couple alternatives. Any comment from the Commission or Staff?

Commissioner Gillis indicates he will make a few comments. Overall, I thought this was very good. I like what they came up with. I looked at their alternate one and two and everything and I think one makes perfect sense. I am looking at that upper lane for the bike, I understand why on the parking side.

Chairman Rees interrupts and indicates for the people in the audience, I don't know if you read this and correct me if I am wrong, but I think based on their counts, they determined that Washington sort of qualified for the Level 3 Type Calming Measures.

Commissioner Gillis indicates that on this page, the – on the left side, you got parking so that would be the north side of Washington, then a buffer lane and then the bike lane. I know that they are not here, the question would be, is that something you can flip between the buffer and the bike lane so the bikes are not next to traffic? I understand that you probably want the buffer there so car doors don't open in there but that's giving them 5 feet of space there. If we can push them away from the traffic, similar to what's on the south side there where you have the bike lane next to the curb and then you got the buffer. The buffer is 2 feet. That was my only comment about Option 1. I think everything they recommended is fine, especially like what is going on Washington Commons Park. Everything is fine until we get on Park Avenue to Lathrop. From there we are taking the bikes and putting them onto the sidewalk and it's going to be a combined pedestrian and bike trail. They are taking it from the standard 5 foot to 8 feet I believe it is. My concern is, and Matt you are going to agree with me 100%, that there are 54 trees along that route and with their proposal it would all have to be cut down. I think there is a way it can be done without cutting those trees down by taking the current sidewalk on the north side and making that from 5 to your 8 feet. You wouldn't be cutting down any trees along that route.

On the south side when you get near Washington Triangle Park, all the trees are within like 4 foot parkway? So, to make it an 8 foot parkway, I think we are going to have to encroach upon the Park District property there to make that wider. Where the current parkway is along the top there, I think there's 10 or 12 trees along that one stretch there so we will have to encroach into the Park District a little bit to make that a wider sidewalk. When we get over to, next slide down, where you have the park drive there, that's going to have to be refigured out because we will be using that sidewalk that's toward the bottom of that closer to the house there. That just has to be refigured out. Someone walk down there and take a look at the trees. I can guarantee you that it won't get passed the Village Board – cutting down one tree there.

Chairman Rees asks Rick if he knows what page where they discuss this idea of moving the bikes to the sidewalk?

Commissioner Gillis indicates that I think it is on page 64, this is 64 there.

Chairman Rees indicates Oh, did they have a discussion on the two...

Commissioner Gilles says yes it does. It has it on...

Commissioner Hoyt indicates that they call it an off-street multi use path. I actually had a question about that. What exactly is an off-street multi use path? Is there any other example of it?

Bill indicates that it is a 8' wide bike path. That's all it is.

Commissioner Hoyt asks if it's off the street? Basically, where the sidewalk is now?

Bill replies it is in the parkway, correct.

Commissioner Osga asks Rick, to bring back up this path that we are trying to navigate from Lathrop to or through Park Avenue, why wouldn't you want to continue that idea from Park to Thatcher. Keep the bikes off – is there just not enough room?

Bill indicates that there is not enough room. The parkway is just too narrow there where here at the park it widens out and then goes all the way wide where the right of way widens out. The parkway is much larger going from...

Commissioner Osga interrupts and indicates that I am aware of that, but it is listed as an alternative and I'm wondering the multi-use path – that must be the proposed western typical section of Washinton Boulevard. So, it is eastern meaning from the bridge..

Bill interrupts and indicates from Park east is the break point. So, John if you look at the screen there, it shows where the break point is up there and that is where Park breaks opens to.

Commissioner Osga indicates ok.

Commission Gillis indicates you can see on the left side there where the bike path is – although I didn't measure the width of the street there, does it thin out there? I see we still have parking on the south side there by Washington Triangle Park.

Bill indicates that the reason that the bike path is east of Park is because the parkway is too small. It would destroy the trees where this one is a bit wider so you have room for the bike path east of Park.

Commissioner Hoyt indicates that she has a couple questions. Rick, are you done with your comments?

Commissioner Gillis indicates, yes, for now. Other than that, I think it is a great idea.

Commissioner Hoyt indicates that we are obviously looking at this without having any indication of what the cost would be. So, we are just having a conversation of what would be ideal. Another

question in addition to the cost would be the intersection tables. Does that any hinderance to plowing for the Village that we need to be concerned about?

Bill indicates no. A speed table is gradual so, I think it's something they will have to get use to. The only questions I have, and this is just very preliminary, so, this is what they just drew up during the report. Forest Park at Lathrop, we would have to get their permission as they share the jurisdiction same with Thatcher as IDOT owns Washington west of Thatcher. This is a very fluid project and can take years to get done. As far as cost, it is \$2,000,000.00.

Commissioner Hoyt asks if it is for the entire implementation?

Bill indicates yes.

Commissioner Jayaraman asks if this is part of the planned bike path. Is that going to happen first or is all one construction?

Bill indicates that the bike path starts in Rosemont, goes down to Maywood. They don't even have IDOT Phase 1 Engineering approval yet. That is years away. Then Washington Street, the bridge over Des Plaines just got IDOT Phase 1 approval. That is just engineering approval as they still have a ways to go too. This whole section, corridor, is years away from getting done.

Chairman Rees asks if we, as a Commission, expressed general support for Option 1, are there any components of this that we could encourage or act on or encourage the Village to move because it seems like the consensus is there needs to be some traffic calming along Washington? I am wondering if there is anything we can do or recommend to allow some incremental approach toward achieving some version of Option 1 and achieving some calming toward the ultimate goal.

Commissioner Jayaraman indicates this last year I think we passed some kind of request that some parts of Washington actually get some of this and temporarily they put in those bollards. Once they were removed, the permanent solution never came to. The idea was that the temporary ones to first be there and if it worked, they would install the permanent ones. I don't know what happened to the permanent ones.

Chairman Rees indicates I don't know if it was because of this.

Commissioner Osga indicates that it was seasonal. As they removed all the bollards throughout the Village because of the leaves coming down and getting ready for winter. Right?

Commissioner Jayaraman indicates that the bollards went away a long time ago.

Talk amongst Commissioners as to when they were taken down.

Commissioner Osga indicates that we are looking at right now. Washington if that is what you are talking about – the proposal.

Chairman Rees indicates I think what Arun is saying is something more like what happened on Chicago. Some of these bollards were in lieu of an actual bump out. I think that the suggestion was that there might eventually be a more permanent bump out like on Chicago Avenue and that hasn't happened. One question is why? In the meantime, we have this proposal that has some bump outs as well. The question is can we move toward any of those solutions now? We are talking about a multi-year thing and I hate to have everything held up because we just have a hope and a prayer that there might be changes in the next year or so.

Commissioner Osga indicates whatever is in our jurisdiction. We can certainly propose, for instance, Ashland or Park Avenue or perhaps Gale I would imagine is in our jurisdiction? I know that you said Washington and Keystone may be a problem. No, not Keystone. Washington and Thatcher. Lathrop is going to be a problem. Doing some work on some of the corners, the striping, the buffer zones and some of the eastern portion would be widening. Getting the bikes off the street and onto the path and then implementing something west. We could do something – I don't want to say piece- mail but you suggest that we do something now or propose something now that can get done. Even the Village or whomever can decide what the priority corner or intersection would be - or I guess we can do that.

Commissioner Gillis indicates that we could at least do the restriping now. That's relatively low cost – relatively the low-cost thing to do. Where the bump outs are we could put in the temporary bollards. So, we have the money to redo the whole thing. Out of all of these things, the one I would want to put the speed platform would be the one near Washington Park there. That crosswalk that currently has a push-button sign. That again is relatively inexpensive to put in the speed table in that one location.

Commissioner Osga asks is that Forest when it runs into Washington Commons, correct?

Commissioner Gillis indicates yes. It is in the middle of the block.

Commissioner Hoyt indicates in between the two parks.

Commissioner Gillis indicates oh, you are right. At Forest.

Commissioner Hoyt indicates that there are a few more questions I have so I can note all these down. All of the comments I believe read that if they were going to do any curb bump outs that there would be ways for bicycles to get through. Did I read that right? In their pictures it didn't always look like that. Is that everyone's understanding? It looks it – yah. That is the intent so it wouldn't be a blocking of the bikes.

Commissioner Gillis indicates that the bump outs that occur towards the eastern side is that where the bikes are put onto the sidewalk?

Commissioner Hoyt indicates correct. So, it would be on the western side.

Commissioner Gillis indicates we are going to avoid that and then all the other bump-outs are on the north side where the bike paths are..

Commissioner Hoyt interrupts and indicates the first one is a one bike path. The road diet project that they called it, the Thatcher Bridge, is that an IDOT? Who's organizing that project?

Bill indicates from Chicago north to North Avenue, that is IDOT jurisdiction. Right now, from Rosemont down to Maywood they are planning a bike path on our side of Thatcher which when they do complete it or if they complete it, would eliminate one southbound lane of traffic. That would be doing a road diet without us doing anything.

Commissioner Hoyt interrupts and asks if it is on Thatcher?

Bill indicates yes.

Commissioner Hoyt indicates they also referred to the road as diet project on Washington.

Bill indicates right. So, when they do the bridge on Washington over Des Plaines, they are going from 4 lanes to 2 lanes from First Avenue to Thatcher.

Commissioner Hoyt asks if that is an IDOT project?

Bill indicates right. That has Phase 1 approval for engineering.

Commissioner Hoyt asks for how many phases normally happen – IDOT?

Bill indicates 3.

Commissioner Hoyt asks what is your most optimistic time frame?

Bill indicates 3 years.

Commissioner Hoyt indicates ok. Then the elimination of the parking on Washington, does the Park District have any comments on that in terms of the use of the parks and the parents - there are a lot of cars there when there are soccer events at the park and make sure that it isn't an issue for residents as don't want to put more cars into the residences.

Matt indicates sure, and that they have not approached the Park District to talk about this proposal specifically. Parking has been discussed and there has been a preliminary proposal from the Park District to add some pickleball courts to Washington Square Park on the south side of Washington. There have been comments from residents that parking is already a concern over there. That is something to keep in mind. I know that as part of the Village Wide Traffic Study there were comments from the survey that the residents in that area that responded were hesitant to see the parking removed on Washington. That was asked strategically because it seemed like an opportunity to kind of narrow the road. It seems like there is not that much use of the parking on there. That was the feedback.

Commissioner Hoyt my guess is that there is not much use except for the time when it's used and then there is a lot of use with the added pickleball especially right now with the tennis and soccer fields. There is a lot of times that the cars are along the residences on Forest. I would want them

to have a say in us removing the parking. It's significant. I actually love the plan but that is going to be one of the downsides.

Bill indicates yes, if we do any work on Washington, public notices will be going out to everybody so they are aware of what's going on.

Commissioner Hoyt indicates right.

Chairman Rees asks is this, at this point, kind of an informational – the purpose of this is informational more than action?

Matt indicates I would say not necessarily. I think this is a large- scale project. Bill and I were talking earlier today that the Chicago project similar with the bump outs was \$1,700,000.00 and IDOT funded quite a bit of that. It took several years for design and construction to provide context or expectations. Now, I think there are some more simple fixes that can be recommended here even tonight. The bollards that we have in certain locations around town is the way to at least mimic the bump outs. In the short term, because it is clearly a need 38 mph – this is why it has been identified as a priority. That is something that can be done.

Chairman Rees asks if you know if there has been any decision by the Village to remove those bollards or is it as John was saying, a seasonal thing with the intention to keep them in during the nice weather but take them down during the bad weather? Is there something else we need to address? I think the general support is for keeping those as long as we can.

Matt Walsh indicates right, I don't know about – I know that the intent was that they were going to be seasonal. I think we can talk staff wise about trying to extend or limit the season they're not there. I am not sure exactly what the removal was in that case. My guess it was tied to this larger project and that's why it wasn't replaced with the permanent bump out.

Commissioner Chase asks don't they have to remove them for the snowplows? Isn't that we take them out kind of Christmassy? I don't remember last year..

Commissioner Osga interrupts and indicates and the leaves. They can't be there when they are pulling all the leaves out.

Talk amongst Commissioners regarding bollards.

Chairman Rees asks the bollards are because they took them down on Thatcher and Oak.

Talk amongst Commissioners regarding bollards.

Chairman Rees indicates that it sounds like, unless anybody objects, that there is general support from the Commission to try and keep the bollards up as long as possible. In understanding, there may be times when they need to be removed whether be for snow removal or leaves, whatever have you. Otherwise, at least to express our preference to try and keep them in there as long as possible. They seem to work.

I guess, I don't know, whether it comes from Staff, or from any members of the Commission, if there are any other particular recommendations that anyone thinks we should act on now? It sounds like we should express support to the Board that we overall support the notion of this recommendation. Option 1, that we noted that there may be a couple of areas that we might need to tweak and otherwise we are interested in trying to see if we can recommend any incremental change to try and encourage traffic calming along Washington until a more permanent solution is installed.

Commissioner Jayaraman indicates that a while ago, there was also some suggestion, if you remember, they were going to replicate what Forest Park had done on Madison also on Washington where there was going to be a median in the middle. Is that proposal totally gone? Do you understand what I am saying?

Commissioner Gillis indicates that I think it is actually right there in that particular photo. Do you see that thicker line in the middle?

Bill indicates that is just a striped 2 foot – that is not a raised median, no. It is a 2-foot striped median and is not raised and taking away a travel path. It is not like Madison where it's a raised median.

Commissioner Jayaraman asks if there is some larger project where it was initially going to replicate what Forest Park did.

Bill indicates I don't see us putting a median down Washington just because we have had so many accidents on Madison. Every time they hit them, it is a headache for us to fix so, I don't see that happening.

Commissioner Osga asks that our incremental, or maybe implementing an idea, like Chairman Rees was talking about because we are talking about pop-out curbs on several corners. Now, with what you said, budgetary constraints, IDOT constraints, time, do we want to maybe – we can do the striping, on the corners on the intersections that we are recommending the big bump outs. I am looking right now at Ashland, and I think it's on most of the streets. Do we want to do the bollards on Ashland, Franklin, Park so we kind of have an idea in our mind. So, let's say in the springtime, when we put bollards in, because we are going to put them in on Keystone already. Do we want to maybe do the bollards on the intersections that were proposing so pedestrians get an idea, drivers more importantly start getting an idea of what potentially is going to be happening on Washington. So, that is bollards and paint until Board gets money from IDOT, Board spends money from IDOT and then something gets implemented in a few years.

Commissioner Gillis indicates that what we are looking at is obviously the Cadillac version here and Bill can you come back with the Chevy version? That is going to be substantially...

Bill indicates that the Chevy version is doing bollards at seven intersections, \$7,000.00 whatever it is. The problem with restriping this road is that you are going to have to eliminate the existing striping. So, you are going to have to black it out. That does confuse people sometimes so, I just want to make clear that if you want to restripe this whole road, it is probably \$50,000.00 and I am not sure you are going to get your benefit just because you are still going to see the existing striping. That's what I am seeing.

Chairman Rees indicates if we are looking for a bang for the buck, I would probably focus first on the use of the bollards and then start with that.

Commissioner Hoyt interrupts and indicates that there is a crosswalk that they can stripe.

Chairman Rees asks what's that?

Commissioner Hoyt indicates that there is a crosswalk they can stripe.

Commissioner Jayaraman indicates that the other striping is not practical because the parking spaces are still going to remain and putting a massive stripe in the middle will just confuse people.

Commissioner Gillis indicates that maybe another thing then and I ran into this with one of the western burbs, pain in the butt, was bollards down the center line. Ok, let's say that we don't restripe. Some of the white bollards in tough areas, maybe by the park there or something – I will put out there as a thought because I am driving along and all of a sudden you have these center line bollards, and everyone slowed down to 25. It was just like a one-block long strip near the park. I will through it out as an idea as we know where the speed areas are. Where they are at 41-48 miles an hour on average?

Bill indicates it was 38, yes.

Commissioner Gillis indicates 38, ok. If we know where that strip is maybe that is something we do.

Commissioner Chase asks if anybody has driven north on River Road where the big railroad crossing is? They are not bollards but they almost look something like feathers and they are very close together so you can't go around. Those who want to go around the arms that are down, why one would want to, I don't know, but you can't miss them and you can't go around. Maybe they are cheaper than bollards. I don't know although I like my bollards.

Commissioner Karrow asks if we recommended putting up bollards would we be talking about doing it in the spring or would we try and do it now and squeeze in a couple of weeks before..

Bill replies that it would be in the spring.

Commissioner Karrow asks no sense of putting them up now?

Bill replies no.

Chairman Rees indicates we should make a motion that sounds like support from the Commission to recommend use of bollards consistent with the intersections shown on the plan to try to infringe people to kind of get use to the concept and start to, as they say, level set and try to change thinking and behavior in those sections.

Commissioner Osga indicates agreed and hugely important with Board meetings and may be get the idea like Kim said regarding parking around the parks. That has to be a consensus of everyone involved. I think we can make our recommendations on the bollards on the intersections but the parking going away or staying is everybody's concern.

Commissioner Jayaraman asks if the bollards are just to prevent the overtaking, right? The speed anyways is the blinking ones which blink and people fly through that. Then it will stop and actually show how fast...

Bill interrupts and indicates that the bollards would put the intersections on a road diet and that's about it.

Chairman Rees asks if we should take a motion so it goes to the Village Board?

Matt indicates that would be appropriate. We have some time given this season. I think we have clear direction on – maybe we could talk about some striping to compliment the bollards and mimic the bump out as closely as possible. We can kind of get some pricing on some other things and we can start having a more phased conversation.

Commissioner Gillis indicates also at least price out that table near the park on Forest Avenue.

Bill indicates \$25,000.00.

Chairman Rees asks why don't we make a motion with respect to the bollards, John?

Commissioner Osga indicates that after consideration, deliberation, and conversation, we've come up with pre-implementation of the master plan to – and I make a motion to install in the spring bollards and potential striping as you mention to mimic the to be intersections along Washington Avenue from Lathrop to Thatcher.

Chairman Rees indicates that I am just wondering if we focus on the bollards and then we do the striping separate.

Commissioner Osga indicates that he mentioned the striping to compliment the installation of the bollards. To make it simple, make a motion to implement the bollards in the spring to mimic the eventual curb bump outs from Lathrop to Thatcher.

Talk amongst Commissioners regarding changing the plan and location of bollards.

Commissioner Gillis indicates would do bollards on both north and the south side, correct? Because we are not having a bike lane now. We probably should, you know if you go back to....

Commissioner Karrow asks aren't there bump outs on the north and south side now at Park?

Commissioner Gillis indicates that this is a good example. Right on the one on the screen there is only a bump out on the north side, not on the south side. So, should we put bollards on both the north and the south because we are keeping those parking lanes there?

Bill indicates that I think we should keep with the plan. What do you think Matt?

Matt indicates I think the Commission could determine that. I can't remember if any of the alternates had shown it with the bump outs on both sides – I know some of these do have the north and south side both – bad example.

Commissioner Gillis indicates only when you get towards Lathrop are they on both sides.

Commissioner Hoyt indicates wherever there is parking currently have the bollards on both sides wherever the parking dictates so no one can drive in the parking lanes.

Chairman Rees indicates Franklin and Park have the kick outs.

Commissioner Karrow indicates that I think we should try to mimic this plan as closely as possible for two reasons. One, because we can put it in place and get people use to it. The other is that we can test it's effectiveness, right? If it turns out to not work, or if turns out to work really well, we know that we followed this plan exactly and we won't have to fidget with it much. I would be in favor of that.

Chairman Rees indicates that it sounds like the motion is to install bollards consistent with the proposed Option 1 at this point. That's the motion. I guess we can vote on that and see if there is a second vote on it and maybe separately discuss, maybe it's not a motion, but to leave it to the Village to install striping where they think is appropriate. Be consistent with those crosswalks as needed as appropriate like walk to school and other things as previously discussed. Maybe, we can take up striping as a separate issue and I don't even know if that requires a motion to be discuss and leave to the Village Staff appropriate striping enlighten of those changes.

Commissioner Osga indicates that he would like to make a third motion for Rick's idea of the tabletop at Forest and Washington.

Chairman Rees indicates let's do this bollard one first and get that one on the table.

Commissioner Osga indicates to go ahead.

Chairman Rees indicates no, you made the motion. I think you already made the motion so, I will second it.

Commissioner Osga indicates ok, thank you.

Chairman Rees asks if there is any further discussion before we vote?

Vote Taken on Motion to install bollards.

Chairman Rees – yes. Commissioner Chase – yes. Commissioner Gillis – yes. Commissioner Hoyt – yes. Commissioner Jayaraman – yes. Commissioner Karrow – yes. Commissioner Osga – yes.

Bill indicates that the vote is 7 to 0.

Chairman Rees asks if we agree with respect to striping is to give a recommendation to Staff to consider what striping is appropriate based on their budget and professional opinion?

Commissioner Karrow indicates yes.

Chairman Rees indicates ok. John or Rick...

Commissioner Hoyt interrupts and asks where the crosswalks – that's not striping? Striping is along the bollards so.....

Chairman Rees interrupts and indicates we can just assume and reiterate that the crosswalk be installed wherever is consistent with..

Commissioner Hoyt interrupts and indicates with the plan. There is one in particular at Forest that is part of this plan that I would want included. I do not know if that is separate or part of striping as long as that's noted.

Chairman Rees asks if you guys have what you need to with respect to striping? Do you want to tackle the table tonight?

Commissioner Osga indicates that I would love if Rick did that.

Commissioner Hoyt indicates that the question is if we only did one, which is the most important one? My gut is that it's Keystone given all the traffic issues that are there on Forest and it is a four-way intersection.

Commissioner Osga indicates money and ease and um – I was looking at that perspective. If it's the table, we are gonna have the bollards because there are no bollards at Forest. There's no kick out right? That's just a...

Commissioner Gillis indicates that think there was a kick out on that one. Here it is. On the north side, there was a kick out.

Chairman Rees indicates there was.

Commissioner Hoyt indicates the parking goes away and there is no kick out on Forest.

Commissioner Gillis indicates that on the north side, there was a kick out they took out – on the top of the page there.

Bill indicates in between the parking on the north side there is a bump out there. They extend the sidewalk to it.

Commissioner Gillis indicates on the south side there was where bikes ride over it. They can ride over a table.

Commissioner Osga indicates that the reason I brought it up is because Rick brought it up. I like it from the perspective from Bill not frowning at me because he knows the cost associated with massive project which right now it is \$2,000,000.00 and in 3 years, it will be \$4,000,000.00. I figured that Rick's idea of working on a table in River Forest would be appropriate at Forest because of the - probably the least expensive beginning of this adventure. That's why I am with you Rick.

Commissioner Hoyt asks Bill. So, \$25,000.00 for Keystone, what would Forest be? This is only a 3-way intersection. Is there a big cost savings?

Commissioner Gillis indicates that this isn't a stop sign. It's a speed table between stop signs.

Commissioner Hoyt indicates that it is a speed table at the intersection.

Commissioner Gillis indicates at the intersection but there is no stop sign there. It would require people to slow down near that park because you have a stop sign at Keystone on the back of it and then you have the next stop sign, I forgot where it is - up there.

Commissioner Osga indicates that you guys just think for a long time you will probably come up with my assessment.

Commissioner Karrow indicates that he is on team Osga on this.

Commissioner Hoyt asks Bill if it would be any different?

Bill indicates at Forest if you are going to do a speed table, you need to do those bump outs. It is \$30,000.00 for the concrete and then - I'm sorry Kim, what was your question?

Chairman Rees indicates that my view on this for what's it's worth is the budget issues are really for the Village Board to decide, I think.

Commission Osga indicates that we are making recommendations on a future plan but we are trying to change, jump start.

Chairman Rees indicates we recognize that there is a cost. We are not going to be naïve to the cost, but I guess we are also trying to determine is this something that we - that a question that I might suggest is that we have some information but I am not sure - do we have the data? I don't know. Maybe we do, but I have to look at it more closely. Does the data support the idea of adding that table there? We know that it's a park and we know people do cross there. We know that it is in the middle of the intersection as Rick said. We probably anecdotally understand the value of slowing down the traffic. I guess the question on the table is generally it seems like Thomas Engineering identified this entire group as Level 3. So, I think the table was one of their recommendations like ultimately, right? I guess the question is, with some input from the Staff is we can make that recommendation. Obviously, the Village Board can decide no or to defer it, table it. I guess I defer to the Commission about whether John or Rick would make a motion and vote on it. I just want to make sure - I don't know Bill, you are suggesting that if there is a table, does it have to include bump-outs or can there be a table without bump outs?

Bill indicates that it doesn't have to. We don't do anything. It would just make sense to do it all at once and be done with it.

Commissioner Jayaraman indicates that it might be useful as the bollards are only going to limit that, the overtaking and speeding – not speeding. At least the driving on the parking spots. This bump out will be the first time we are actually controlling speeding. Especially during spring and fall there are a lot of children. Now we are going to have people playing pickleball all over the place.

Commission Gillis indicates that one more comment on that from an engineering standpoint. I'm not an engineer, but in Chicago, I notice that some of their engineering short cuts. So, where they have put tables in, they kind of go back down to the curb level so you don't have to re-engineer waterflow and everything else there. The same with some of their bump outs where they leave that little 2 foot section between the original curb and the new bump out so the water can flow through there. I'll just throw that out as a thought. That maybe that's some cost savings.

Chairman Rees indicates so, there will be a table, if you will, in the middle of the street on the sides.

Commissioner Jayaraman indicates that the only problem with that is that I seen that cars go one wheel on the bump and one wheel on the non- bump out part and still speed through.

Commissioner Gillis indicates that Chicago is only like 2 feet. You would have to go all the way to the curb in the parking area to do that. But, that's not my call.

Bill indicates that total of the slope at the table would be at the edge of the curb no matter what you do. Yes, you are right. You have to drive on the curb to basically bypass.

Commissioner Jayaraman asks if the non- concrete version cheaper? Do you know what I am talking about? It feels like you are going over some kind of rubber or something like that. Temporary put together bump out.

Bill indicates that is a speed bump, a fiberglass speed bump. They are cheaper. We take them down in the winter but that's not a speed table. The speed table is the entire intersection raised.

Chairman Rees asks what if we made a motion to ask the Village Board to consider the budget and consider the table at Forest. I don't know if we have to require notice of the area, but somehow to let the Village Board know we're as a Commission recognizing that there are budget issues, concerns and what you would have to do to get a bump out – to at least express the support of this Commission for exploring that as kind of a next step if that's feasible.

Commissioner Hoyt indicates that the raised intersection, just so we know, is not included on Forest Avenue is not part of their recommendation.

Commissioner Karrow indicates I thought it was.

Commissioner Hoyt indicates that it is just a crosswalk, not the whole intersection.

Chairman Rees indicates that's what we are looking at. Just the crosswalk. Is that the proposal what we are talking about just to take – you are calling it a table like would be a crosswalk, not the entire at the square intersection.

Commissioner Gillis indicates right. Although this will be a speed table because there is no stop sign.

Chairman Rees indicates right as it is a 10 footer.

Commissioner Gillis indicates exactly.

Chairman Rees asks if anybody wants to make a motion...

Commissioner Hoyt interrupts and indicates that they call it a raised crosswalk just for terminology.

Chairman Rees indicates that The Village Board can act on it.

Commission Osga indicates that it sounds like IDOT had helped out with the finances on Chicago Avenue. So, that money probably came in after the years of their Phase 1, Phase 2 and Phase 3.

Bill indicates that was paved in 2017 and we got their final approval last week.

Commissioner Osga indicates so, we fronted the money and then we get reimbursed?

Bill indicates they paid us, but there was a section that – they finalized the project so, we owe some money, the 20%, and we finally got that bill last week and the project has been done for 6 years.

Commissioner Osga indicates so what it is, so what you are saying, we could get IDOT funds.

Bill indicates that he cannot speak for IDOT. I don't know about that.

Commissioner Osga indicates we got the funds. Anyway, the budget is not our concern. I feel like the Federal Government.

Commissioner Karrow indicates that I think we should make a motion.

Chairman Rees asks who like to make a motion?

Commissioner Gillis indicates that I would like to make a motion to install a raised crosswalk at the intersection of Forest and Washington.

Commissioner Hoyt interrupts and indicates the east side of the intersection.

Commissioner Gillis indicates, oh yah, the east side of the intersection at Forest and Washington.

Chairman Rees asks any second?

Commissioner Hoyt indicates the I will second.

Chairman Rees asks is there is any discussion before we vote?

Commissioner Osga asks if the motion includes, per the plan, with the kick outs, with the raised crosswalk, pretty colors..

Commissioner Jayaraman indicates that place is a disaster. Half the time, the lights blinking and they still blast through.

Commissioner Gillis indicates that they don't slow down with those flashing lights. The one on Lake Street and Keystone? I go by there all the time. They don't care. When I was going down there today, I can always complain about something. So, I am Keystone and Augusta and I'm coming up to the intersection and this guy just goes right through it heading eastbound. So, now I am behind him because I am going to Lathrop because of traffic and he goes through Park and never touches his break lights.

Chairman Rees asks at the stop sign?

Commissioner Gillis indicates at the stop sign at Park and Augusta. He just kept on going. He had no intention on stopping. I was looking for his brake lights and I was like, really.

Chairman Rees indicates that the biggest problem is. That is why ultimately some permanent solution is about the only way to do it.

We could carry the motion without Pat.

Commissioner Osga indicates let's do it.

Bill indicates we will take a vote.

Vote Taken

Chairman Rees – yes. Commissioner Chase – Absent from vote. Commissioner Gillis – yes. Commissioner Hoyt – yes. Commissioner Jayaraman – yes. Commissioner Karrow – yes. Commissioner Osga – yes.

Bill indicates that the vote is 6-0.

Chairman Rees indicates that the Village Board will have our recommendation and if Pat comes back, we can register her vote.

Thanks everybody. Is there anything else on the agenda for the tonight?

Commissioner Osga indicates no.

Commissioner Gillis asks, don't you want to talk about Thatcher?

Chairman Rees indicates no and asks anything else? Ok, somebody make a motion to adjourn. Anybody going to make that motion? Arun?

Commissioner Karrow seconds the motion.

A motion was made and seconded to adjourn the meeting at 9:00 P.M.

Respectfully Submitted:

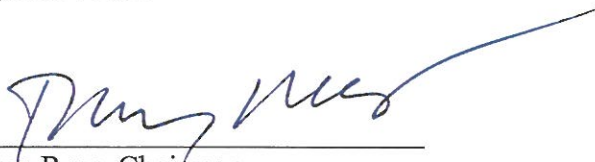
Signature Line



Bill Koclanis, Secretary

Date: 1-17-24

Signature Line



Doug Ress, Chairman
Traffic & Safety Commission

Date: 1-17-24