



**VILLAGE OF RIVER FOREST
TRAFFIC AND SAFETY COMMISSION
MEETING MINUTES
Wednesday, November 19, 2025**

A regular meeting of the River Forest Traffic and Safety Commission was held on Wednesday, November 19, 2025, at 7:00 p.m.

ROLL CALL AND CALL TO ORDER

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

Chairman Rees asks if there are any comments on the minutes from September 17, 2025.

Director Bielak requests a MOTION to approve the Minutes. Minutes were approved by Commissioner Chase and seconded by Commissioner Hoyt with changes that were discussed.

PUBLIC COMMENT

No one present for Public Comment.

COMMISSION COMMENTS

Chairman Rees asks Director Bielak to give run down regarding the Washington meeting.

Director Bielak indicates that the open house was well attended. There were around 55 people with good feedback. After the meeting, the next day, we updated our Village website and explained how to access the website under the Washington Boulevard Corridor.

The project has continued to mature due to the Village Wide Traffic Study, Project Development, delineators that were implemented and recorded changes due to them.

We are still accepting Public Comment which has been extended to Friday, November 21. We require a formal comment period, so we and the consultants know what we are building off and what we are trying to accommodate. If any of you have formal comments, please provide them by Friday, November 21.

Director Bielak discusses the main theme comments of the exhibits. One of the main comments was regarding the multi-use path on the south side of the street which multiple residents expressed not minding losing parking there. They would rather get rid of the extra parking for the bikers. For the Washington triangle, we cannot lose parking there are concerns with parking due to all the programming and events that go on there.

Director Bielak explained at the open house the main goals for the project and to achieve Phase 1 Design approval by summer/fall 2026. August 2026 is when ITEP opens for IDOT and that is the goal. Phase 1 approval gets us extra points when applying for the Grant.

For the Design Exhibits, the main feature was the overall location map and to provide feedback.

On Thatcher and Washington, we showed the future Des Plaines River Trail and how this will connect with this future improvement.

On the West side, we showed the proposed IDOT improvement in which they came back to us with Phase 1 to replace the bridge. They will be doing the bike lanes as part of their project which they have already proposed. We want to make sure it seamlessly is combined with what they are doing.

Chairman Rees asks if the narrowing west of Thatcher is part of our project?

Director Bielak indicates that it is part of IDOT's project.

One of the features you will see, which is prominent throughout the Corridor, is installing a curb with delineators on top of it.

Commissioner Osga asks if it is a tall curb.

Director Bielak indicates it is about a foot. They are removable for winter maintenance/clean up. You can still see that there is parking on the North side but gone on the South side. There will be a three-foot striped buffer lane between the bike and driving lanes.

Commissioner Osga asks how wide is the bike lane?

Director Bielak indicates that the bike lane is four maybe 3 feet. We will talk about this with the Consultant. Currently the lanes are twelve feet wide which is standard for an old IDOT road. We have asked them to move it to ten feet, which is the minimum required.

The first raised intersection at Gale and Washington is one of the things that was looked at and talked about with the Consultant team is the distribution of stop signs to meet FHWA standards to be eligible for Grant funding and other beneficial reasons.

Here we have an entirely raised intersection and maintained the two-way stop. The benefit is to put the raised intersections in locations where you don't have stop signs for traffic to slow down and for visibility.

Commissioners and Director Bielak discussed speed table, bike lanes, bump outs, buffers delineators and raised medians on north and south side of streets.

Director Bielak indicates at Gale, there is a raised intersection.

Commissioner Osga asks how much the intersection is raised?

Director Bielak indicates at max it is about four to five inches and it is gradual.

At Keystone there is another situation where it is not raised, but there is a four-way stop. Like Gale, but it is not raised. The crosswalks are accentuated, and we are trying to figure out what best fits here. Longterm, we are proposing a concrete U that goes in with pavers.

Commissioner Osga asks what kind of signage is there going to be for the raised crossing at Gale? Is there going to be a sign halfway down the street on both sides indicating raised platform or slow down?

Director Bielak indicates that it is not required as it is prominent, meant to be seen so you slow down. Decorated signage may be required when we get to the multi- use path section to be more community oriented instead of a standard required sign. Lighting is generally concentrated more toward intersections. We are missing a light on Gale due to a water break otherwise lights are generally up at intersections.

At Forest, we are proposing a singular speed table with the existing RRFB staying where it is at. The change that is being proposed here is the bump out which will make this crossing more prominent. We are also removing the curb cut as we want pedestrians to go to the formal crossing with the RRFB.

Park is also being proposed to have staggered raised intersections.

Commissioners and Director Bielak discuss parking on Park and bike paths.

Commissioner Gillis questions the multi-use path, is that where the current sidewalk is?

Director Bielak indicates that the current sidewalk is extended to 3 feet. They put in a fence which we will work with the Park District to move.

Commissioner Gillis asks if there has been an audit for the trees?

Director Bielak indicates yes. No trees will be removed based on the preliminary plans.

Commissioner Gillis asks if near the tracks are going to do anything with the bike lane?

Director Bielak indicates due to the width of the roadway being 12-foot lanes, we have plenty of space to make that work.

Regarding Franklin, because it was a multi-use path, all four corners can have bump outs. That is one of the benefits as you can pull bikers off the road. We will upgrade the traffic signal to meet ADA compliance. One of the comments that was received was that nobody stops at the stop light. I will be asking the consultant to explore a red-light camera on Washington. We must make sure it meets ADT requirements. Director Bielak discusses the intersection on Ashland which is similar condition to others due to raise pavement. This is only a two-way stop. The way it is now is that the crossings are way in and they should be near the intersection so that drivers and pedestrians all see each other and cross safely.

Commissioner Osga indicates that the bikers will still be on the street as they will not make the turns. With the turns we have on Ashland and Park this will be more conducive for kids being on their tricycles, people on bikes and pushing strollers.

Director Bielak indicates that the final one is Lathrop. The current idea is to continue the multi-use path or do bump outs.

Commissioner Osga asks if we lost parking at Washington Park on Washington west of Forest?

Director Bielak indicates, correct.

Commissioner Osga suggests that losing parking on Washington or north of that park where the turnaround is something we may need to discuss as people park there watching their kids. Are we able to park on both sides of Forest going south of Washington?

Director Bielak indicates no. You can only park on the left side. As part of the Village Wide Traffic Study, the consensus along the corridor the parking is sparsely used overall on Washington.

Commissioner Osga indicates that on Forest it is always used. It is sparsely used between Park and on Franklin. The area by Forest and Washington is where most of the parking is.

Commissioner Hoyt asks Director Bielak if we have any data for bump outs on Chicago Avenue speed reduction?

Director Bielak indicates that he has not seen a report or anything regarding this. I think with everything we have done for Washington Boulevard thus far, we have ample documentation that we can look back on and see what was done.

One of my main comments to most residents is that when we get to the point of doing the project, and go after Grant funding, we are going to ask for letters of support so we can obtain the funding. When IDOT sees this from residents, especially along the corridor, is that this community has support and they will grant it. Our consultants, such as Hitchcock Design Group, provide beautiful pictures which make it easier to read.

Commissioner Osga confirms that there is no parking on Forest and Washington, anywhere on the south side.

Director Bielak indicates correct. All the way up to Park.

Commissioners compliment Director Bielak and staff for their efforts regarding the open house event.

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

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

Respectfully Submitted:



Jack Bjelak, Director of Public Works
& Engineering

Date: 3/18/26



Doug Rees, Chairman
Traffic & Safety Commission

Date: 3.18.26

