



VILLAGE OF RIVER FOREST TRAFFIC AND SAFETY COMMISSION MEETING

Wednesday, March 15, 2023 – 7:00 PM

AGENDA

Physical attendance at this public meeting is limited to 50 individuals, with Committee members, staff and consultants having priority over members of the public. Public comments will be shared with the Committee. You may submit written public comments via email in advance of the meeting to: bkoclanis@vrf.us. You may listen to the meeting by participating in a Zoom conference call as follows: dial-in number: 312-626-6799 with meeting ID: 824 6972 7727 and passcode 960600 or by clicking here:

<https://us02web.zoom.us/j/82469727727?pwd=cTdicDcwb1MrdTBkeGdQY3RNM0UyZz09>. 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 by 4:00 PM on Wednesday, March 15, 2023.

1. Call to Order/Roll Call
2. Adoption of minutes from the Traffic and Safety Commission Meeting held on September 21, 2022.
3. Public Comment
4. Discussion of Northeast Traffic Study Improvements
5. Adjournment



VILLAGE OF RIVER FOREST TRAFFIC AND SAFETY COMMISSION MEETING MINUTES

Wednesday, September 21, 2021 – 7:30 PM

A regular meeting of the River Forest Traffic and Safety Commission was held on Wednesday, September 21, 2022 at 7:30 P.M.

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 Jayaraman, Commissioner Karrow, Commissioner Osga.

Chairman Rees adopted a motion to approve the minutes from November 17th, Commissioner Chase seconded the motion.

All commissioners voted to approve the minutes from the November 17th Traffic and Safety Meeting.

Public Comment

Michael (KLOA consultant) explains to take it on incremental basis measures.

Phase 1- Signage and striping to provide additional “stop all way” signs, speed limit signs, school sign, and no truck signs except on Clinton Pl. Install crosswalks.

Phase 2-If the measures are not effective consider installing curb extensions by the alleys, install bump-outs, and speed bumps on the last block it does affect emergency response time.

Phase 3- Enhance North Ave prohibit parking but it would impact businesses. Prohibit right turn hours on peak hours. Install cul-de-sacs but it does reduce emergency response times. Recommend trying other measures first.

Resident asks a question about the bump-outs?

Michael (KLOA consultant) responds four intersections will have curb bump outs to narrow the street only south of the alleys and they will not be deeper than the parking lanes.

Inaudible discussion about bike routes

Michael (KLOA consultant) responds if they add bike routes people will lose parking spaces.

Chairman Rees comments if parking restrictions are placed from Harlem, Bonnie Brae, Clinton Pl. will there be complaints about parking on the north side of Greenfield.

Resident asks (inaudible) question

Chairman Rees responds there is no timeline, but they prefer incremental approach.

Commissioner Gillis asks from a phase 1 approach, based off experience what type of improvements are seen after six months.

Michael (KLOA) responds that it varies based off the recommendations it is to calm down traffic volumes in a safe manner. Studies show there is not a big volume of traffic; it all depends on the neighborhood structure they are not necessarily all a “cut-through.”

Inaudible question

Michael (KLOA) responds suggesting north and south signs to give notices and suggest the village installs radar speed signs also.

Chairman Rees thanks Michael and the neighbors. Acknowledges the disagreements they may have and are trying to be responsive with the residents based off the data. What is being recommended to the board is non-binding.

Inaudible discussion on Greenfield

Commissioner Karrow responds the phased approach is easier to evaluate the effectiveness. Maybe phase 1 & 3 can be combined. There is no good measure unless there are speed cameras.

Commissioner Osga states that he is not inclined to change parking regulations on residential streets or even recommend street signage because no one looks at them. A more drafted measure needs to be done, signs will not keep people from cutting through.

Commissioner Gillis states that he appreciates the revisions to the study but is not convinced that signage will be effective. He watched vehicles in front of Mr. Armalas’ home with him earlier in the day. He suggests the following measures:

Le Moyne- “One Way”, “Do Not Enter” signs

Greenfield- maintain the current no left turn

Chicago/Lake- bump outs works

Bonnie Brae- cut it off (right turn only)

William St- from the alley north will be one way with a diverter.

Jackson and Monroe- Stay the same not to slow down traffic for businesses.

Chairman Rees indicates that they should consider all-way Greenfield and Bonnie Brae per the study (inaudible discussion). All way on William and Le Moyne.

Chairman Karrow asks if they would start with a temporary one or build one from concrete.

They can make any recommendation they want, and it will be taken to the board for approval.

Signage is not effective police department pulls people constant they would like to see cul-de-sac.

With the recommendations no one is going in but it is letting the resident exit.

Resident Renet Hermes from 1446 Bonnie Brae wants Le Moyne blocked off completely.

Commissioner Osga most cars are being shut off from North Ave and Harlem Ave so in theory it should cut off the cut-through traffic.

Robert Armalas states the most effective way is to block both intersections Le Moyne and Greenfield, cul-de-sac on Harlem.

Chairman Rees suggests a motion to see the support on it.

Making drastic measures such as closing Bonnie Brae, Clinton, and William; Le Moyne and Greenfield is a wide street everything leads to Greenfield there are busses that cannot turn around.

Commissioner Gillis makes a motion to approve One Way going east bound from the alley to Harlem with right turn south bound Harlem with a traffic diverter bollards or concrete. East bound signage stop sign right turn only. Harlem north bound signage one way do not enter. Harlem south bound signage no right turn one-way do not enter.

Commissioner Chase seconds the motion. Motion carries.

Commissioner Gillis proposes Cul-de-sac Bonnie Brae north of alley just south of North Ave; parking restrictions will remain the same that'll have full business access remains the same for Cassidy Tire and parking for York.

Commissioner Gillis states that you can go down the alley to access Harlem-residents will have alley access.

People could cut through the alley, but it is thin and could add speed bumps on alley.

They would like to amend it and do a cul-de-sac south of the alley instead of North

They could try both and add a dead end sign.

Inaudible question about Parking on Bonnie Brae

Parking will still be there they can park on Bonnie Brae

Commissioner Gillis makes a motion to approve the amended motion for Bonnie Brae cul-de sac south of the alley and parking restrictions stay the same.

Commissioner Karrow seconds the motion.

All commissioners vote in favor. The motion carries.

Commissioner Gillis proposes Clinton Pl one way north bound from south of the alley to North Ave; North Ave right turn only East bound North Ave traffic diverter, north bound signage stop right turn only, North Ave East bound signage no right turn one way do not enter, North Ave west bound signage one way do not enter, parking restriction remain the same.

Chairman Rees suggests a diverter that would preclude someone from driving EB make a right onto Clinton Pl?

Inaudible discussion proposing a cul-de-sac on Clinton.

Traffic will go down William to Division (inaudible)
Can they just do Bonnie Brae and Clinton one way then residents can exit onto North Ave?

Response inaudible

If someone coming on north can turn and have no way out you can do signage but it cannot prevent it from happening.

Issue on table is Clinton-do nothing or put a restriction some way. Cul-de-sac like the one proposed for Bonnie Brae.

William is main issue there is a lot more traffic; either you do something more aggressive and leave Clinton alone. They need to come up with something that accommodates businesses and the people.

Do little as possible and do what is proposed see what happens.

Commissioner Gillis proposes Clinton Pl. cul-de-sac just south of alley, parking remains the same and all businesses has access at the alley.

Two-way traffic cul-de-sac north of alley for residents just like Bonnie Brae.
SB traffic cannot go in, but NB traffic can get out.

It will be taken to the Village Board and everyone will get a notification to attend the board meeting.

Commissioner Gillis makes a motion to approve revised Clinton proposal South bound is dead end and south of the alley, add do not enter sign northbound can turn onto North Ave, western lane blocked, eastern lane allows north bound traffic Commissioner Chase seconds the motion. Motion carries.

3 motions are going to the board meeting and proper notices will be given to residents.

Chairman Rees makes a recommendation based on KLOA's recommendation to add all way stop sign William and Le Moyne, add all way stop sign at Greenfield and Bonnie Brae, change 2 way stop on Le Moyne & Clinton stops traffic on Clinton. Commissioner Karrow seconds the motion. The motion carries.

Resident speaking (inaudible)

In lieu of 4 way at Bonnie Brae and Greenfield he suggest moving 1 block west.

Stop traffic on Greenfield and Clinton at Bonnie Brae keep stop signs how they were but install crosswalks

Inaudible discussion regarding adding bump outs on Clinton?

Further discussions would be taken to the board meeting in Oct.

A motion was made and seconded to adjourn the meeting at 9:20 P.M. All commissioners voted in favor of the motion. Motion passed.

Respectfully Submitted:

Signature Line

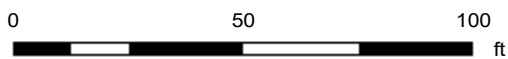
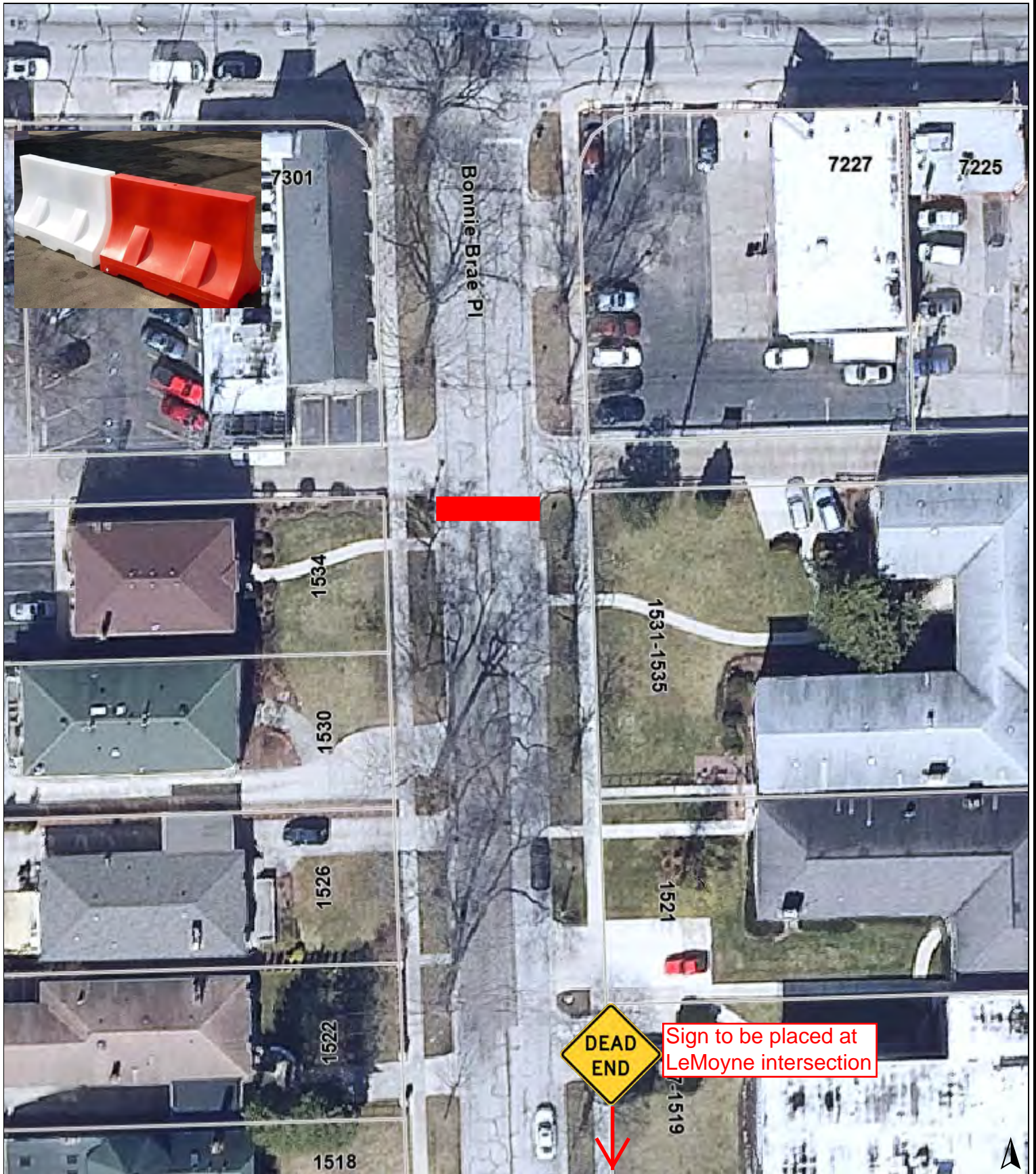
Bill Koclanis, Secretary

Signature Line

Doug Rees, Chairman
Traffic & Safety Commission

Date: -----

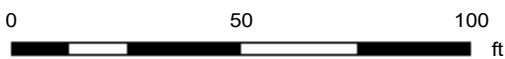
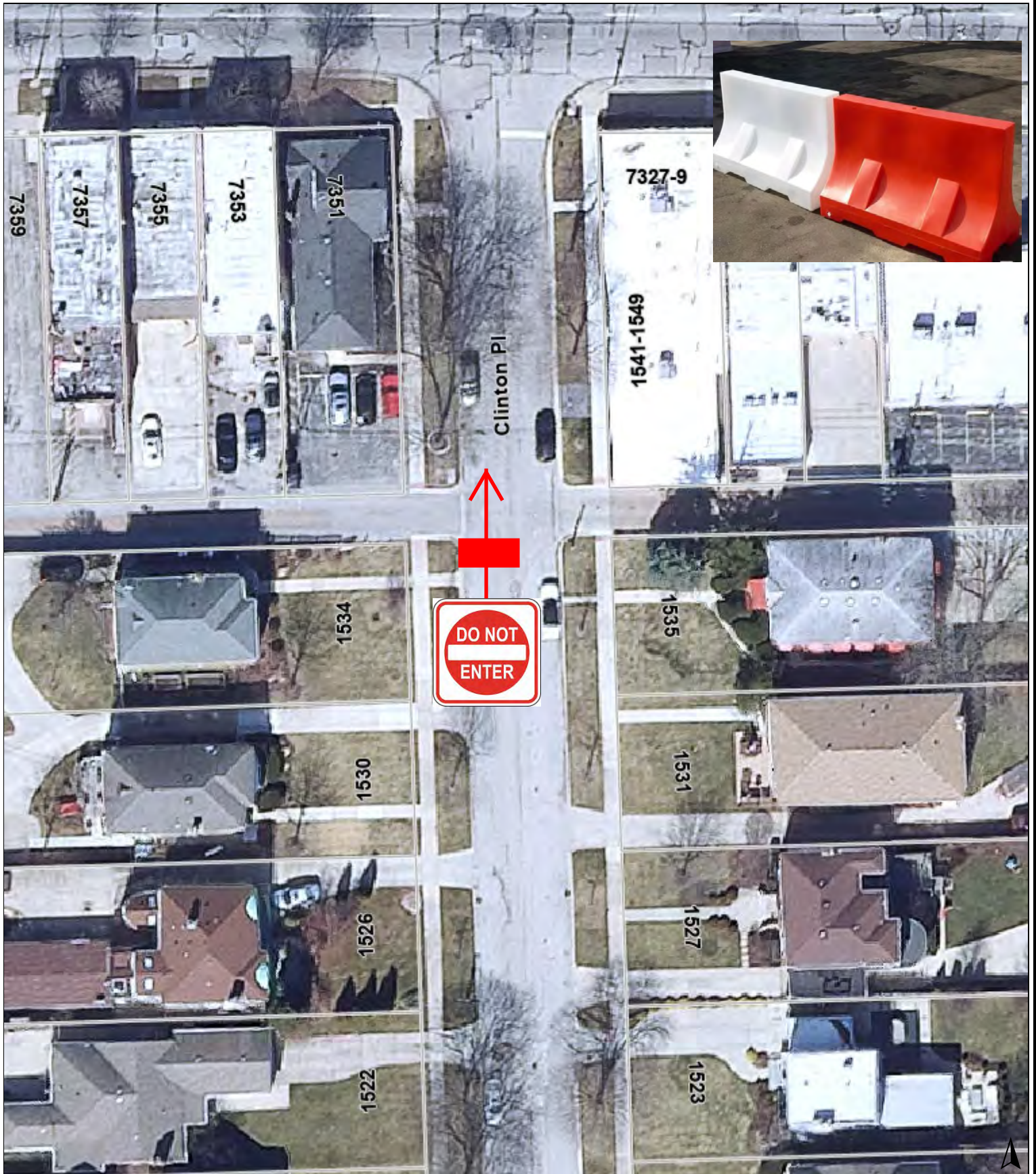
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Notes

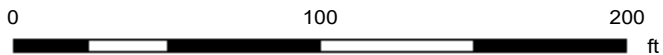
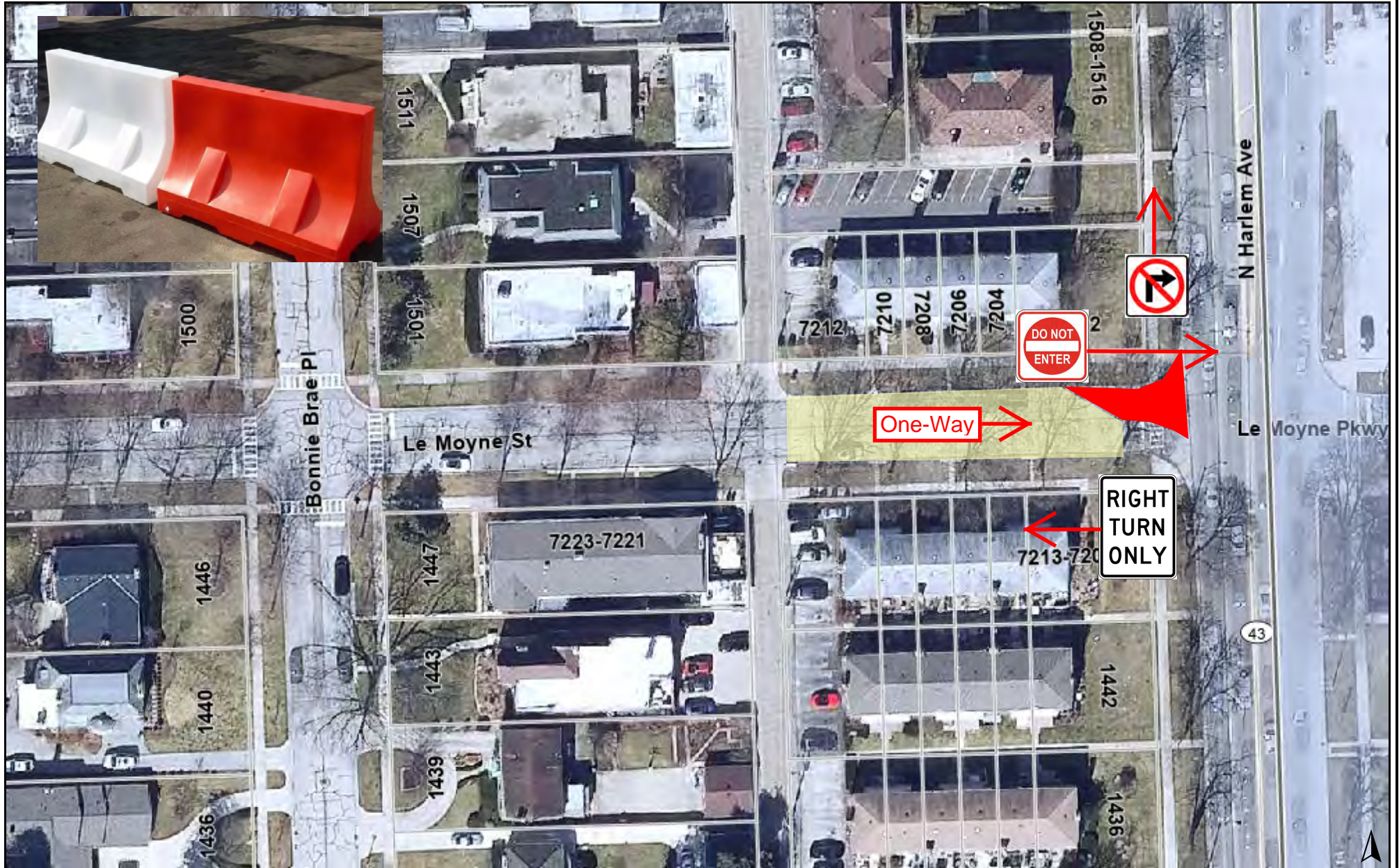
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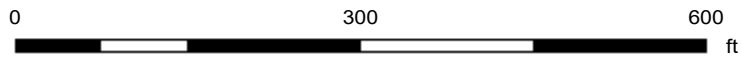
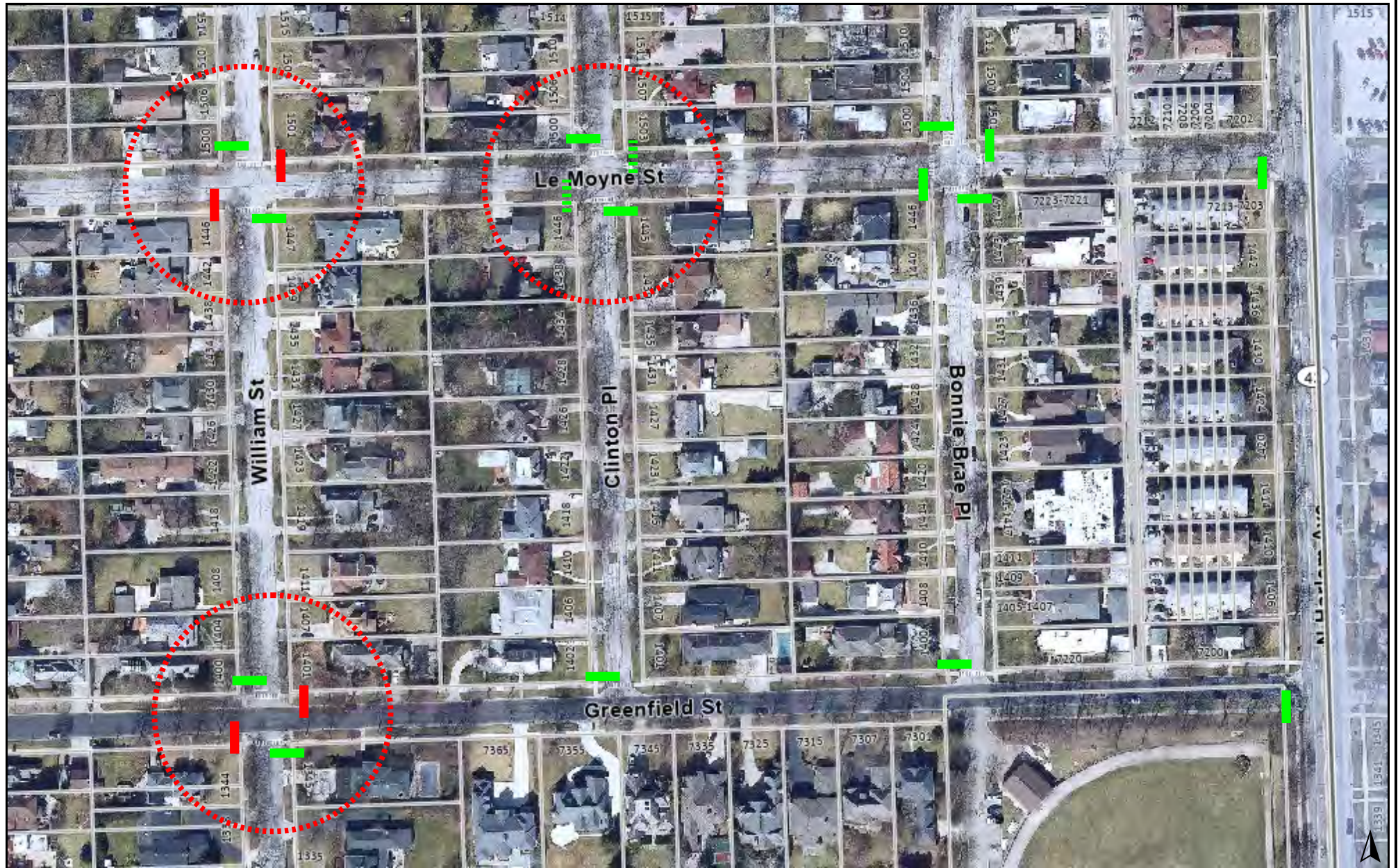
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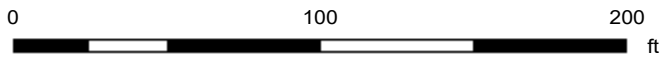
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- Existing Stop Sign
- Proposed Stop Sign
- Existing Stop Sign To Be Removed

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