



# VILLAGE OF RIVER FOREST TRAFFIC AND SAFETY COMMISSION MEETING

Wednesday, July 19, 2023 – 7:30 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: 845 8426 1556 and passcode 788030 or by clicking here:

<https://us02web.zoom.us/j/84584261556?pwd=VWdVbUdTQ2YzR2pYd3NVTEhlRnRldz09> . 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, July 19, 2023.

1. Call to Order/Roll Call
2. Adoption of minutes from the Traffic and Safety Commission Meeting held on May 17, 2023
3. Request by Village Board to install 4-way stop signs at the intersection of Clinton Place and LeMoyne Street
4. Request by Village Board to install 3-way stop signs at the intersection of Bonnie Brae and Greenfield Street
5. Discussion of Northeast Traffic Study Improvements
6. Public Comment
7. Adjournment



# VILLAGE OF RIVER FOREST TRAFFIC AND SAFETY COMMISSION MEETING MINUTES

Wednesday, May 17, 2023 – 7:30 PM

A regular meeting of the River Forest Traffic and Safety Commission was held on Wednesday, May 17, 2023, at 7:30 P.M.

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

The meeting was called to order at 7:32 PM. Present at this meeting were Chairman Rees, Commissioner Chase, Commissioner Gillis, Commissioner Karrow, Commissioner Osga.

Chairman Rees adopted a motion to approve the minutes from the meetings on July 26, 2022, November 16, 2022, and March 15, 2023.

Commissioner Chase 1<sup>st</sup> to motion and Commissioner Gillis 2<sup>nd</sup> to motion and voted in favor to adopt the minutes for the Traffic and Safety Meetings.

Chairman Rees discusses directions received from The Village Board by way of a policy statement that the Village adopted effective April 21, 2023, which is in 2 sections. Section A and Section B. Starting with Section B, The Village Board also adopts the following statement regarding future processes village wide for traffic control implementation. For all future traffic control implementations, to close the road to traffic. Staff is directed to provide a notice, by mail, to residential and commercial properties within 1000 feet of the proposed location prior to Village Board consideration. This is specific requiring any closures.

Section A of this policy statement indicates The Village Board hereby adopts the following statements and provides direction to its professional staff and advisory commission regarding the northeast neighborhood traffic controls.

No. 1 – All requests for modifications to the traffic barriers and associated traffic control measures are to be referred to and discussed by the Traffic and Safety Commission.

No. 2 – All modifications to the current traffic barriers and controls require Village Board action by vote at a Village Board meeting after discussion by the Traffic and Safety Commission.

No. 3 – The Village Board directs Village Staff and its traffic engineering consultant firm to collect traffic data at appropriate locations on Monroe Avenue, William Street and Division Street as part of the Village Wide Traffic Study to measure the effects of the current traffic barriers.

No. 4 – The Village Board refers the following questions to the Traffic and Safety Commission for discussion at this May and July meetings. Further the Village Board requests recommendations on each question.

- A. Shall The Village convert the intersection at Clinton and Le Moyne to an all-way stop intersection.
- B. Shall The Village modify the stop sign controls at the intersection of Greenfield and Bonnie Brae.
- C. Shall The Village further modify or remove any of the current traffic barriers and controls.
- D. Shall The Village consider additional traffic control measures that may complement the existing barriers.
- E. If there are no further modifications, shall The Village proceed with the budgeted permanent construction of the traffic control barriers.

Chairman Rees confirmed that this is all listed on the website and on the agenda. The one thing that stood out to me is number 3 and that is this direction of The Village Board directing staff and traffic engineering firm to collect traffic data counts at appropriate locations on Monroe, William and Division as part of The Village Wide Traffic Study to measure the effects of the current traffic barriers. We will be having a discussion on this tonight. As many of you know, the firm KLOA collected some data before the barriers went in related to the northeast quadrant. Now there are some barriers that still exist and need modifications to allow some traffic at Le Moyne and Greenfield. The barriers up on North Avenue still exist. The way I read this is number 3 is that The Village Board expects there be a traffic count with the barriers in place. This suggests to me that those barriers are not going to come down immediately as a result of this meeting tonight. We need to have that count first. Does our staff have any comments or any updated information from what I read?

Jeff Loster, Director of Public Works and Development Services, explains that the KLOA study that was for the northeast study is done. However, as part of the Village Wide Study it is on-going at this moment. The Village Board has asked staff to make sure that we get those 3 counts in there as Chairman Rees mentioned. So right now, looking at Monroe and Le Moyne, William and Le Moyne and William at Division as concurrent counts to see what impacts, if any, the barriers have made.

These 3 selected locations were selected by the current consultant, Thomas Engineering, who are doing the current Village Wide Study and they were again selected so we can see what impacts were caused by the barriers that are in place. We were hoping to have this done ahead of the meeting but there were issues with some sub-consultants. At this point, we are confident that this should not be an issue to have these counts in place for the July meeting. Unfortunately, just couldn't give them to you today.

Chairman Rees indicates that in the materials, there are results, for The Village Wide Survey, including detailed survey responses and various comments regarding people's view of the barriers, etc. Turns over to Public Comment.

## **Public Comment**

Bradley Shorser, 1519 Clinton Place – I am legally blind. Have lived here for 30 years and never had an issue with traffic. Came back after winter to barricades. Never had issue prior and now much more traffic down alley. Removal of stops @ Le Moyne and Clinton is no good and prefers no barriers.

Ellen Shorser, 1519 Clinton Place – Does not drive, but sees drivers making all kinds of crazy turns due to barriers. Would like barriers removed.

Georgia & Constantine Politis, 1224 Ashland Avenue – Please consider removing barriers and Restore 4 way-stop at Clinton and Le Moyne.

Dan Wasiolek, 1400 Bonnie Brae Place – Participated in survey. In favor of barricades at Greenfield & Le Moyne as they provide relief from traffic and elevate cut through traffic. Barriers keep his family and neighborhood safe. In favor of 4-way stop sign at Clinton and LeMoyne.

Dr. Nucifora, 1415 Clinton Place – Would like barricades removed.

Kate Byrne, 1411 Clinton Place – Never experienced problem prior to barriers and would like barriers removed.

Pat Berg, 1415 Clinton Place – Does not like barriers as experienced no problems prior to barriers being in place. Would like barriers removed.

Bonnie Parker, 1435 Clinton Place – Opposed to Barriers and is in favor of 4-way stop at Bonnie Brae and Greenfield and Clinton and LeMoyne.

David Parker, 1435 Clinton Place – Would like barricades removed and in favor of 4-way stop sign being restored at Clinton and on Bonnie Brae and Greenfield. Enforcement is an issue.

Monica Vukotich, 1408 Bonnie Brae Place – In favor of barriers and would like 4-way stop sign put back up. Make Bonnie Brae and Greenfield 4-way stop.

Rene Hermes, 1446 Bonnie Brae Place – In favor of barriers and would like more closures at the corner of North and Harlem which is very busy.

Patricia Tolbert, 1406 N. Harlem - Insulted that she was not notified. Goes to Bensenville/Elmhurst instead of North Avenue. Would like barriers removed.

Charles Anderson, 1402 Clinton Place – In favor of barricades.

Robert Armalas, 1501 Bonnie Brae Place – Asked Jeff Loster about a 4-way stop sign at Clinton and Le Moyne, Stephanie Petersmarck interrupts and asks what is going on and if we are questioning Board right now.

Chairman Rees states to let him make his comments.

Jeff Loster states that he will answer his question and indicates that he does not know when the 4-way stop was implemented.

Chairman Rees indicates that if any resident has a question that they will answer it and to please let everyone say their peace and stop interrupting.

Robert Armalas, 1501 Bonnie Brae Place – In favor of barricades.

Jill McMahon, 7329 W. North Avenue – Would like barriers removed. Not about cut-through, it is about speeding.

Pete Economos, 1439 Clinton Place – Against barriers. Suggested if speed bumps would be an option.

Chairman Rees states speed bumps have come up in the past and the commission has resisted.

Drew Arnold, 1411 Clinton Place (Via Zoom) – Opposed to barriers and would like 4-way stop sign put back.

Gary Northrop, 434 Clinton Place (Via Zoom) – Uses businesses up north. No one addressed what he brought up in the survey.

Ines Leu, 1418 Clinton – Would like barriers removed.

Novick Orthodontics, 7351 North Avenue – Against barriers. Safety is a concern for employees and patients.

Letrina Brooks, 1406 North Harlem – Against barriers. Had a car accident coming out of the alley.

Chairman Rees asks if there are people that have not spoken yet? He asks is it Kate? I rather hold off and let the Commissioner speak who have not had a chance to speak yet.

Stephanie Petersmarck, 1401 Clinton Place – She indicates that she does not understand and asked Chairman Rees if he is not going to let her speak? She indicates that her hand is the only one left raised and just wants it to be clear for everyone in the room you are ignoring me.

Chairman Rees addresses Stephanie Petersmarck and said no. He indicated he had the impression that she already spoke.

Stephanie Petersmarck asked Chairman Rees why did you have that impression sir?

Chairman Rees notes that you have been speaking. Did you not?

Stephanie Petersmarck indicates I did not have my time and that you would treat everyone fairly or are you not going to let me speak.

Chairman Rees remarks that he is not trying to prevent you from speaking and indicates yes, you may speak. I apologize because you have been speaking from the audience and I thought you had already spoken earlier.

Stephanie Petersmarck indicates again, didn't you see my hand raised and you save me until last.

Chairman Rees indicates that we went through the list of people that signed up and then at the end, after we were done, we open the floor to people who did not sign up. Apparently, you did not sign up. I apologize for not recognizing that you had not spoken earlier. I thought you had. Please go ahead.

Stephanie Petersmarck recites her address. Why does the committee implement these barriers without following The Villages rules? She is against barriers.

Chairman Rees answers because we had a meeting, heard a lot of comments, we try to address the safety issue by multiple residents and The Village. We sensed there has been controversy about the amount of notice and decisions per recommendations by KLOA and we want to make sure that everyone that is affected given a chance to address the commission. As you can tell, this is a difficult issue because people feel very strongly about this issue on both sides. There is a challenge in trying to identify the exact problem that is to be addressed and how it is to be addressed. My recollection is that we are trying to be responsive. We listen to what people say and we do our best to respond. Then we make non-binding recommendations to The Village Board and then The Village Board decides on what they are going to do.

A resident asks if we are following rules or are we not?

Chairman Rees indicates that there are not rules. We have practices that we try our best to follow.

Commission Chase requests a two-minute break.

Chairman Rees approves requested two-minute break.

Chairman Rees requests to resume and see if anyone with Commission has comments. Asks Commissioner Chase or Commissioner Karrow if they would like to speak.

Commissioner Karrow states that I do not think that anybody that spoke was opposed to the stop sign changes on Clinton and Le Moyne which can be recommended to The Board. Issues of speed are important. Maybe add speed bumps as one of the solutions.

Jeff Loster, Director of Public Works and Department Services, indicates that part of the Village Wide Traffic Study is to create a toolbox that you all have requested over the years. Provide options and a bit of a chart to figure out when to apply different measures so you all do have more options at your disposal when issues arise. It is a conversation that will be a conversation coming up in the near future.

Chairman Rees indicates that this is helpful and good to know.

Commissioner Karrow talks about scaling back barriers. Try one at a time to slowly see if this problem is fixed.

Chairman Rees states that barriers are temporary and we may be referring back to a phase approach.

Commissioner Chase comments that we can't please everyone. If we take barriers away, people will be unhappy. If we leave barriers people will be unhappy. We need to come to a happy medium. Agrees with Commissioner Karrow that speed bumps may be something to try. They come in different dimensions, so we can try something.

Chairman Rees directs comment to Jeff Loster that we should try to use traffic standards that govern certain rules based on counts, based on certain speeds, when a stop sign may be appropriate or speed bumps.

Commissioner Chase states that she would like to see numbers again, the new count that is coming, to see if we are getting anywhere.

Chairman Rees agrees and talks about numbers and counts which we do the best we can with the data at hand collected by KLOA and take all that into consideration as we try to come up with a recommendation.

Commissioner Gillis talks about stop signs at the two intersections which make sense. Counts should include alleys as part of counts and to include Jackson. A lot of people, per my observation, cut down Jackson, Monroe and William. Asks Jeff Loster if this will include speed, these counts?

Jeff Loster, Director of Public Works and Department Services, indicates yes. Anything recommended for The Board to approve could be a change order to the on-going Village Wide Traffic Study which would essentially be extras with speed being included.

Commissioner Osga talks about speeding and the alleys. Make sure one-way designations are part of toolbox. Somebody indicated that there is more traffic on Clinton Place and Bonnie Brae. Traffic is barreling down Greenfield or Le Moyne which is a new issue and it is bad. If we close off Greenfield, I feel it would be problematic for Fenwick to utilize their fields, etc. So how do we close off Harlem? Let's figure out a compromise as he and Commissioner Gillis have been talking about this for the past 10 years. Appreciates all comments and would like to get to work.

Chairman Rees asks Jeff Loster if the anticipated toolbox will include the possibility of one-way traffic. If not, can you make a note to have this included in the Study. My understanding is that when Engineers look at cut-thru traffic, which might be looked at to address speed, maybe it can be looked at making certain streets one-way. When it is one-way, then you eliminated that road as a cut-through road. Maybe this can be on the table when we look at what to consider for various alternatives. I tend to agree with John that we have had a couple of long meetings with many of the same people speaking but will figure out a way to limit comments and have a more productive meeting. Jeff, we as a Commission, are we prepared tonight to make a

recommendation to The Board making those two intersections of Clinton and Le Moyne and Greenfield and Bonnie Brae as 4-way, all-way intersections?

Commissioner Osga questions the stop sign locations.

Chairman Rees asks if we are comfortable recommending an all-way stop at the intersection of Clinton and Le Moyne to The Board. If not, put it on the agenda for next time.

Jeff Loster, Director of Public Works and Department Services, indicates that with what has occurred, we can discuss this at the next meeting and make as a recommendation if you are all confident that you want to vote in favor of it. I would suggest that we set the table so that Staff can notify appropriately so that everyone is informed. Then they can attend the July meeting.

Chairman Rees requests to put on the agenda for the July meeting to discuss a recommendation to make Clinton and Le Moyne an all-way stop. Then we can formerly vote on that as a motion in July. Also, put Greenfield and Bonnie Brae on the agenda so there is a notice to consider making that an all-way stop, which I understand a 3-way stop.

Commissioner Karrow asks a question about the notice. If we recommend it tonight, wouldn't The Board have to provide notice before the vote?

Chairman Rees indicates that they would but as a technical matter we don't have notice that would be an issue on the agenda for tonight.

Jeff Loster indicates correct.

Resident asks if this man here is worried about his safety. Is there some sort of emergency we can do for that intersection?

Chairman Rees asks which intersection?

Resident indicates the one you just mentioned.

Resident indicates Le Moyne and Clinton.

Chairman Rees indicates that we just went through two hours of comments for not giving people appropriate notice about changes. Seems like there is a consensus in favor. It is our intention to hear comment or to at least listen to residents and do what they want. If anybody wants to make a motion, we can vote on that tonight.

Resident asks a question regarding stop sign.

Chairman Rees indicates that this how we got here tonight. We sit here to listen to people and try to react to what people want. I would like to give it to you right now, but we are in this dilemma of trying to balance what people want. We spend how many hours and to hear people criticize us. Fairly, we don't mind. If anybody wants to make a motion, we can vote on that tonight.

Commissioner Chase asks Chairman Reese that we can only recommend it.



Chairman Rees indicates that we move to make a recommendation and we can do that tonight if The Commission decides that they rather move forward at least for Clinton and Le Moyne.

Commissioner Chase asks if there are any number of people that came to the last few meetings saying that they never got notice?

Chairman Rees states true. Do we want to move forward with the consensus of The Commission is that we make that recommendation? We can take a vote if there is a motion. If not, we put that on the agenda for July.

Commissioner Osga asks did you say we are going to put all three on the agenda for July?

Chairman Rees asks what's the third?

Commissioner Osga states Clinton and Le Moyne, we are going to make it a 4-way and I believe it was Clinton Place and Greenfield, east west.

Chairman Rees states that Clinton and Le Moyne going to make it a 4-way and Clinton Place and Greenfield east west at Greenfield and Bonnie Brae or am I wrong?

There are discussions about stop sign locations.

Commissioner Osga says for July, Chairman, is there going to be 2, Bonnie Brae and Greenfield and Le Moyne and Clinton?

Chairman Rees replies right. What I am suggesting based on the additional information that we will get between now and the July meeting, we would act on issues that The Village asks us to address in their policy statement effective April 11, 2023. Which at that meeting, it would include addressing if whether we would convert the intersections of Clinton and Le Moyne to an all-way; whether we modify the controls at Greenfield and Bonnie Brae. Be prepared at the July meeting to come to a recommendation as to whether any of the barriers, that are on the North Avenue corridor, be removed or stay. Further, I don't know if we will be ready at that meeting, but we will do our best to come up with the recommendations at the July meeting.

Commissioner Chase states that we will not have those numbers to present at the July meeting.

Commissioner Osga indicates that we will have numbers beforehand. In addition to the four blocks we are speaking of, don't want to go in depth to alley situation, east west, north south as well as William, and at North Avenue, which is really a tricky situation due to school there.

Chairman Rees indicates to me, that would determine whether the barriers stay or not.

Commissioner Osga states that we can still address alleys as just opening up Bonnie Brae, doesn't mean that people are going to speed down the alleys. I am willing to talk about that and in addition to whatever we do up on North Avenue. Do I need to make a motion regarding the alleys in addition to the barriers?

Chairman Rees states that you are suggesting, I guess the question is, our topics? You want to discuss about controlling speed in alleys? Is that one topic?

Commissioner Osga indicates that speed since there is going to be traveled anyway, whether we open up Bonnie Brae or not.

Chairman Rees indicates my question is the speed in the alleys. Then is your issue with respect to William?

Commissioner Osga, for me, the whole idea of tightening up the northeast quadrant, in my mind, included William, but not block it off as it is a straight shot to Division and put this into my northeast quadrant thought process. I would like to address William from North Avenue to Division as part of our northeast quadrant solution.

Chairman Rees asks Jeff if he understands what they are considering.

Jeff Loster indicates that one of those counts that The Village Wide Traffic Study is going to throw into that northeast corner is William and Le Moyne. So, at the July meeting, you should have counts that will tell The Commission whether or not there is excessive traffic on William with the current barricade placement.

Chairman Rees if Jeff knows in addition to the counts if we can expect any recommendations or will it just be data?

Jeff Loster indicates that he does not know as the full -fledged study will not be done as we are trying to get the counts. We will certainly try to get some sort of opinion from the consultants that relative to general rules of thumb as they typically do.

Chairman Rees indicates I see Jeff. You make a good point. So, we are still waiting for data being collected for the bigger Village Wide Study.

Jeff Loster indicates correct and that we are just taking a portion of that Village Wide Study and kind of throwing it back into the northeast corner to try and button these things up.

Chairman Rees says that we won't have results until the Village Wide Study by July but we will have data.

Jeff Loster indicates correct only for this part.

Commissioner Chase asks if we know when we will have that by any chance.

Jeff Loster indicates that for the following meeting is the plan which will be September, but obviously the plate is full right now.

Chairman Rees indicates that we are collecting data in connection with this Village Wide Study even though the Village Wide Study will not be done but we still have some data. So the question is, will we be prepared at the July meeting for recommendations for The Village Board?

To me, it is a little uncomfortable to be making a lot of big changes when we are expecting a Village Wide Study that we are going to have a month later.

Commissioner Chase indicates that we may have to change again.

Jeff Loster mentions this corner of town was largely carved out of the Village Wide Study so this study has been going on with part of this northeast corner as kind of a cut out. I don't anticipate recommendations of the northeast corner coming out of The Village Wide Study.

Commissioner Chase asks if we should have it before then?

Jeff Loster indicates you already have it. The study that KLOA provided is the study for the northeast corner. We are not redoing, just trying to supplement it to figure out if the barricades are helping or hurting.

There is a discussion regarding study by a resident at the meeting.

Jeff Loster explains the process for KLOA study regarding traffic and speed.

There is a question by resident regarding rule of thumb.

Chairman Rees explains that the KLOA study exists. We have the data. It indicates that certain speeds and certain numbers within certain ranges. We need to consider those KLOA numbers to reconsider this. We are going to deal with what we have and do the best we can with the limited resources we have.

Another resident asks questions.

Chairman Rees replies that we live in a small town and many of you have been at these meetings many times and some of you we have gotten to know by your first names. I talked to Bob as he just happens to be going to Italy and I was interested in what he was doing in Italy. You are on a different side as you are Italiano and I would like to speak Italiano with you. We try to be friendly with people as we are in a small neighborhood. There is no fix. So just stop it with any kind of suggestion as we are polite because we use somebody's first name. This does not mean something is going on. So that is not going to get anybody anywhere.

Resident makes comments about an opinionated form or being a minority and indicates that she does not wasting my time.

Chairman Rees indicates that within our town, we do not want to make you feel that you are in a no voice club. My wife is a teacher, and they invite teachers to sit on an interview commission and this does not seem to matter as the powers to be decide who they are going to hire. We very much are not doing that. The way we got here is that we dealt with the hand that we were dealt. We have the people that were here. We have our study. We did our best to address the issues. It is not going to be perfect, but we are trying to be responsive to the people in the Village to try and come up with the balance of how to allow the flow of traffic and how do you balance that

with safety. That is the goal. We try to consider all the factors with whatever standards and data we have.

Commissioner Osga indicates that during Covid, the people that were here were all pro shutting down. Then you guys showed up and I said thank you so much for showing up. Now we have your perspective and the 20 or 30 people sitting before you that got this whole process started. There were mistakes and lack of notice. Now we need to fix it. We have heard your opinions from both sides, and yes, the numbers at this point in time, sitting in front of me, seem to point in the direction to do something over there. Now we have a nice agenda to go with. We have a lot of work to do and will try to figure this out by July or September.

Chairman Reese asks Commissioner Osga if there is any motion tonight, other than a motion to adjourn, or does anybody else want to suggest a motion to make to The Village Board tonight?

Commissioner Karrow makes recommendation regarding stop signs at Greenfield and Bonnie Brae for several reasons. I don't think they are contentious as barriers. I think in general, people won't be marching up to the Village Hall because we didn't put up a stop sign. We are responding to a specific directive and we want The Commission to consider this and make recommendation. We've been able to consider this. Citizens in the area would be supportive of it. Everybody in the neighborhood will still get the benefit of notice and chance to be heard on the issue in front of The Board. Let's not delay the process and add more work because we have more things to discuss at the next meeting. Let's get A and B out of the way tonight and make those recommendations.

Chairman Rees asks if he is moving for both of those intersections?

Commissioner Karrow says I would, yeah.

Chairman Rees asks if there is a second before we have comments?

indicates, I second that and I do agree that it is not going to change the traffic counts. It will add more safety in there which is good.

Commissioner Chase asks if we can have discussion?

Chairman Reese says yes, I would like to have discussion. I would like to look at a map and see what the status is of the next block so we can have a series of stop signs block after block.

Asks if Jeff can tell us just on Le Moyne from William and Lathrop all the way over to Harlem, can you tell us where the current signs are? I know you have that on your map.

Jeff indicates, no I'm only looking at William to Harlem. William is a four-way stop. Clinton was a four-way stop that got converted to a two-way so now east west traffic no longer stops at Clinton at Le Moyne. It is a full stop at Bonnie Brae as well. There is a two block stretch from William to Bonnie currently.

Commissioner Chase asks if we are making that every block from William to Harlem.

Jeff indicates correct. I do not know on the top of my head what is what.

Commissioner Chase asks Jeff if they can vote on that tonight without any notice or anything of that nature?

Jeff indicates that he does not know that.

Commissioner Karrow indicates that is our risk no matter what. I think that most residents are not going to be opposed to it.

Chairman Rees indicates that there is a reason why we put a four-way at William because it goes straight from North Avenue to Division. It is like a two- block spread between blocks but to counter that, you guys are telling me that there is a lot of traffic coming down Le Moyne and Greenfield east to west and west to east. Whatever we decide to do, I would see this as a temporary study going on. We keep throwing stop signs around. We are just getting in our own way. So that is my argument against. I want to listen to our neighbor.

Commissioner Karrow indicates I live on the south side of River Forest, in our area, there is a stop sign on every block from Madison and Ashland to Lake and Ashland. It is not that big of a deal, I don't think.

Chairman Rees asks when you sit there how many get ignored?

Commissioner Karrow says, to be fair, some of the people roll through but they do slow down a little bit.

Commissioner Chase mentions with the KLOA study indicates that the stop signs do slow it down.

Chairman Rees indicates that there is a lot of evidence we have seen for many years that the stop signs get in the way and nobody listens.

Chairman Rees asks Commissioner Chase if she second and she replied yes. For putting in the stop sign at Clinton and Le Moyne?

Chairman Rees indicates to Commissioner Karrow that we should take them separately. Do Clinton and Le Moyne separate. The other one is Bonne Brea and Greenfield.

Commissioner Karrow says sure, and I would then recommend my motion to turn Clinton and Le Moyne into a 4-way stop.

Chairman Rees asks Rick if he still second this and he indicates, yes.  
Then he asks if there is any more discussion for Clinton and Le Moyne? No reply.

Vote taken ...

Chairman Rees – No.

Commissioner Chase – Yes.

Commissioner Gillis – Yes.

Commissioner Karrow – Yes.

Commissioner Osga – No.

Jeff Loster that you do not have four votes.

Chairman Rees indicates this failed and will be considered next time. Now asks about Greenfield and Bonnie Brae.

asks Jeff, can you tell us where the current stop signs are down there?

Jeff Loster indicates that at William, there is a 4-way stop. That is it between there and Harlem.

Commissioner Chase that William and Greenfield is the only 4-way stop and Jeff indicates correct and that it is a 3-block stretch.

Chairman Rees asks if Bonnie Brae, south of Greenfield, that is the entrance into the athletic field?

Commissioner Chase indicates, correct.

Commissioner Osga says that we are striking that. Didn't we already put a stop sign there?

Jeff Loster indicates that those are just crosswalks.

Discussion about stop sign locations and crosswalks.

Chairman Rees asks if anybody making a second motion and motion to adjourn.

Jef Loster indicates that before we do this, just want to make sure that we are all on the same page, do you want Staff to notify the residents in a one-block radius of those two intersections for discussion?

Commissioner Chase indicates yes and that she seconds.

Chairman Rees seconds.

Commissioner Osga talks about the counts and if he needs all to agree to that?

Jeff Loster indicates in July, if you want additional areas studied, I would ask that you all vote on that as well.

Commissioner Gilles says I mean the alley now or is it too late to include it?

Jeff Loster indicates that we don't have a mechanism to do that right now. If you all want additional data for us to try and gather prior to the July meeting, I would ask you to make a recommendation. We will have to go to The Board as that is a new contract, a new mini study.

Chairman Rees indicates that his only issue is that if we can stipulate there is high traffic and speed in the alley.

Commissioner Osga indicates that he does not commission anybody to do anything else. I think the ramifications, our initial actions, have been seen and now we have to measure those and get the data. We will make future decisions in July. I just want the alleys to be noted, stipulated as you said Doug, that the alleys in William are in my thoughts. This quadrant is going to be addressed after I see some data and we make changes in that quadrant.

Chairman Rees questions Rick, beside the alley, what is your question?

Commissioner Gillis indicates my questions were the alley, Jackson, only because my observation is that people are cutting down Jackson and the speed counts which we had done before.

Chairman Rees indicates sounds like we are getting speed.

Commissioner Gillis asks so we are not doing Jackson?

Jeff Loster notes correct. Right Monroe and Le Moyne, William and Le Moyne and William and Division.

Chairman Rees suggests he would like to make a suggestion that we add Jackson? I don't know if you want to include the alleys too. Just don't know, based on the testimony we heard.

Commissioner Gillis notes as long as we have the speed data.

Jeff Loster asks at those 3 intersections I identified or additional locations?

Commissioner Gillis notes the 3 that were recommended by The Village. I guess we will stick with that.

A motion was made and seconded to adjourn the meeting at 10:22P.M. All commissioners voted in favor of the motion. Motion passed.

Respectfully Submitted:

*Signature Line*

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Jeff Loster, Secretary

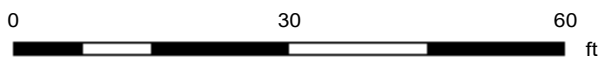
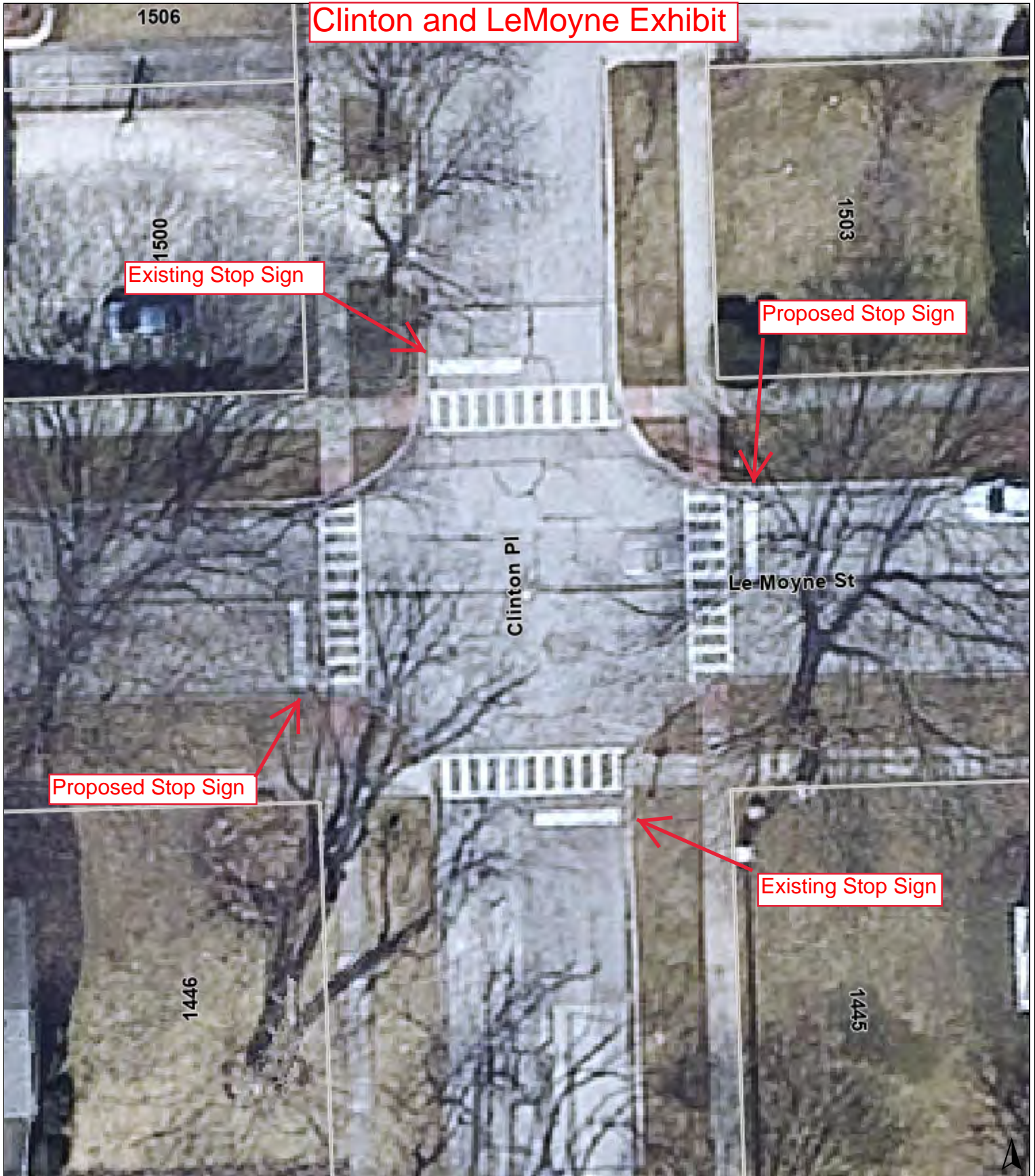
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Date: -----  
Doug Rees, Chairman  
Traffic & Safety Commission

DRAFT



Clinton and LeMoyne Exhibit

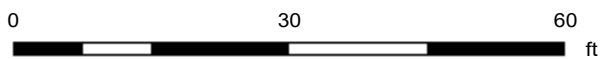
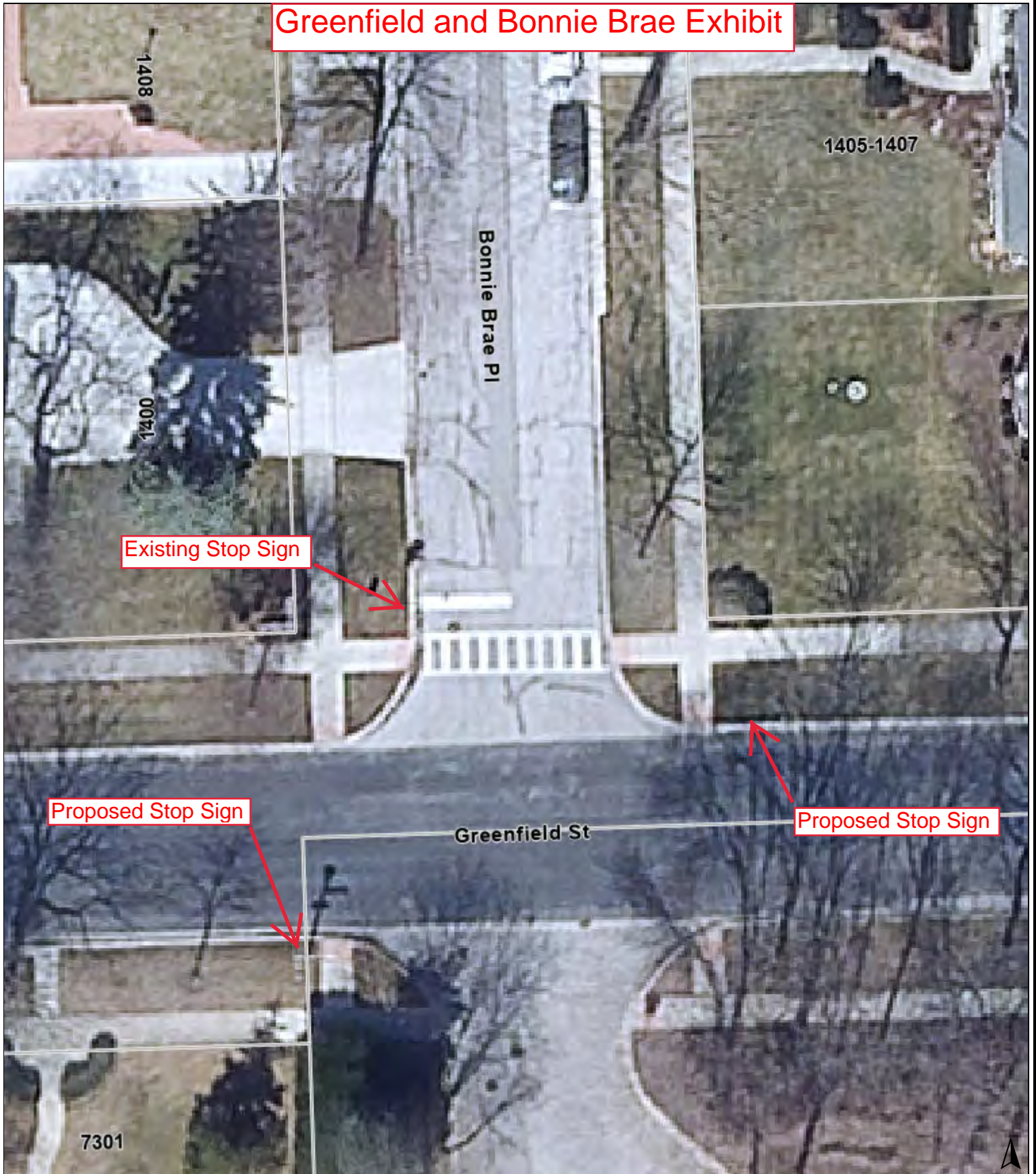


Print Date: 6/27/2023

Notes

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Greenfield and Bonnie Brae Exhibit



Print Date: 6/27/2023

Notes

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## **Northeast Quadrant Volume Changes**

### **Introduction/Timeline**

The changes made in the northeast quadrant of the Village were primarily made with the intention of reducing the number of drivers turning onto local Village streets to avoid the intersection between North Ave and Harlem Ave. The changes are as follows:

- Install cul-de-sacs south of the alleyways on Clinton Pl and Bonnie Brae. (December 2022)
  - This was intended to prevent vehicles from turning southbound off of North Avenue onto Clinton Pl and Bonnie Brae as well as to prevent northbound traffic from continuing up to North Ave on Bonnie Brae.
- Install right-out-only restrictions on LeMoyne Pkwy and Greenfield St at their intersections with Harlem Ave as well as to restrict traffic to one-way (eastbound) between Harlem Ave and the adjacent alley. (December 2022)
  - This was intended to prevent vehicles on Harlem Avenue from turning westbound onto LeMoyne Pkwy and Greenfield St in addition to preventing eastbound vehicles from continuing eastbound or turning northbound onto Harlem Ave.
- The right-out-only restrictions on LeMoyne Pkwy and Greenfield St at their intersections with Harlem Ave were converted to right-in/right-out and the one-way restriction between Harlem Ave and the adjacent alley was converted back to two-way traffic. (April 2023)
  - This was intended to continue limiting northbound Harlem Ave traffic from turning westbound onto Village Streets while still allowing southbound vehicles and eastbound vehicles to traverse the area more easily.

### **William St: Between North Ave and LeMoyne Pkwy**

The data shown on William St is a comparison between data collected in March 2022 and June 2023, corresponding to site conditions before and after the barricades were installed.

William St saw substantial changes in traffic volume during the peak hours. This was expected as William St is now the first unrestricted intersection west of the North/Harlem intersection. There was a 300% increase in northbound traffic and a 67% increase in southbound traffic in the AM period. In the PM period there was nearly a 200% increase in both directions of traffic. This equates to 66 additional vehicles during the AM peak hour and 72 additional vehicles in the PM peak hour. While this is a significant increase in traffic on the road, the total traffic volume is still well within the confines of what a local road can adequately handle during the peak hours.

Overall, the increase in traffic volume along William St seems large, but this is mostly because the road was operating at extremely low volumes prior to the installation of the barriers. Even with the increase in traffic volumes the road is expected to operate safely and without congestion.

Based on the information collected, there are no recommendations for modifications to the roadway at this time.

### **Monroe Ave: Between North Ave and LeMoyne Pkwy**

The data shown on Monroe Ave is also a comparison between data collected in March 2022 and June 2023, corresponding to site conditions before and after the barricades were installed.

Though Monroe Ave saw a much smaller percentage increase in overall traffic volume as compared to William St, it should be noted that Monroe Ave also had a higher *existing* traffic volume at the time of initial study. Traffic along the road primarily saw increased volumes in the PM peak hour, with a 48% increase northbound and a 73% increase in southbound traffic. The AM peak hour saw a 24% increase in northbound volumes and a 1% decrease in southbound volumes.

The roadway was operating well below operational capacity in existing conditions. Despite an overall increase in traffic volume it is still expected to operate safely and without congestion. The increase in traffic brings peak hour volumes on Monroe Ave in line with what was observed on William St. This suggests that drivers adapted to use both roadways equally when entering or exiting the Village in this area.

Due to the seemingly even dispersal of displaced traffic and relatively low traffic volumes, there are no recommendations for modifications to the roadway at this time.

### **Division St: Between William St and Harlem Ave**

Division St is a major collector and is capable of handling higher traffic volumes than local residential roads, making it an ideal candidate to accommodate displaced vehicles that can no longer turn westbound onto Greenfield St or LeMoyne Pkwy.

The data shown along Division St is a comparison between data collected in December 2022 and June 2023. It should be noted, however, that the initial data collection in December 2022 was completed approximately *one week after* the barricades were initially installed, with LeMoyne Pkwy and Greenfield St being partial one-way streets with right-out-only restrictions (eastbound to southbound). Due to the data collection taking place so close to when the barriers were initially installed, drivers may not yet have fully adapted to the new traffic patterns.

Additionally, it should be noted that the second stage of data collection in June 2023 was completed approximately *two months after* the Harlem/LeMoyne and Harlem/Greenfield intersections were modified to right-in/right-out restrictions. Due to this fact, the data along Division St does not reflect the same “before and after” analysis as William St and Monroe Ave.

Based on site conditions at the time of data collection, eastbound traffic volumes on Division St can be expected to remain stable as most eastbound vehicles on LeMoyne Pkwy and Greenfield St were likely turning southbound even before the barricades were installed and, as a result, the barricades would not have altered driver behavior significantly. Any eastbound increases in traffic on Division St would most likely come from drivers who formerly turned northbound onto Harlem Ave from LeMoyne Pkwy or Greenfield St and now need to find an alternative path to go north. The data somewhat supports this, showing moderate increases in the eastbound direction, with an additional 44 cars (16% increase) in the AM peak hour and an additional 20 cars (5% increase) in the PM peak hour.

After the barricades were installed, westbound traffic would likely have increased substantially based on the displacement of vehicles that would have formerly turned westbound onto local roads north of Division St (from northbound Harlem Ave). Unfortunately, the data collection dates do not allow for this assessment to be verified.

Similarly, the second phase of data collection would be expected to show a reduction in westbound vehicles on Division St as the formerly displaced vehicles turning westbound from southbound Harlem could once again turn onto LeMoyne Pkwy and Greenfield St, negating the need to continue south to Division St. However, there was a 40% decrease in westbound traffic during the AM peak hour and a 44%

increase in the PM peak hour which does not align with the expectation that both westbound peak hours would decrease. Unfortunately, due to the lack of data from before the barricades were installed, it is impossible to determine why both peak hour times do not exhibit the same volume trends.

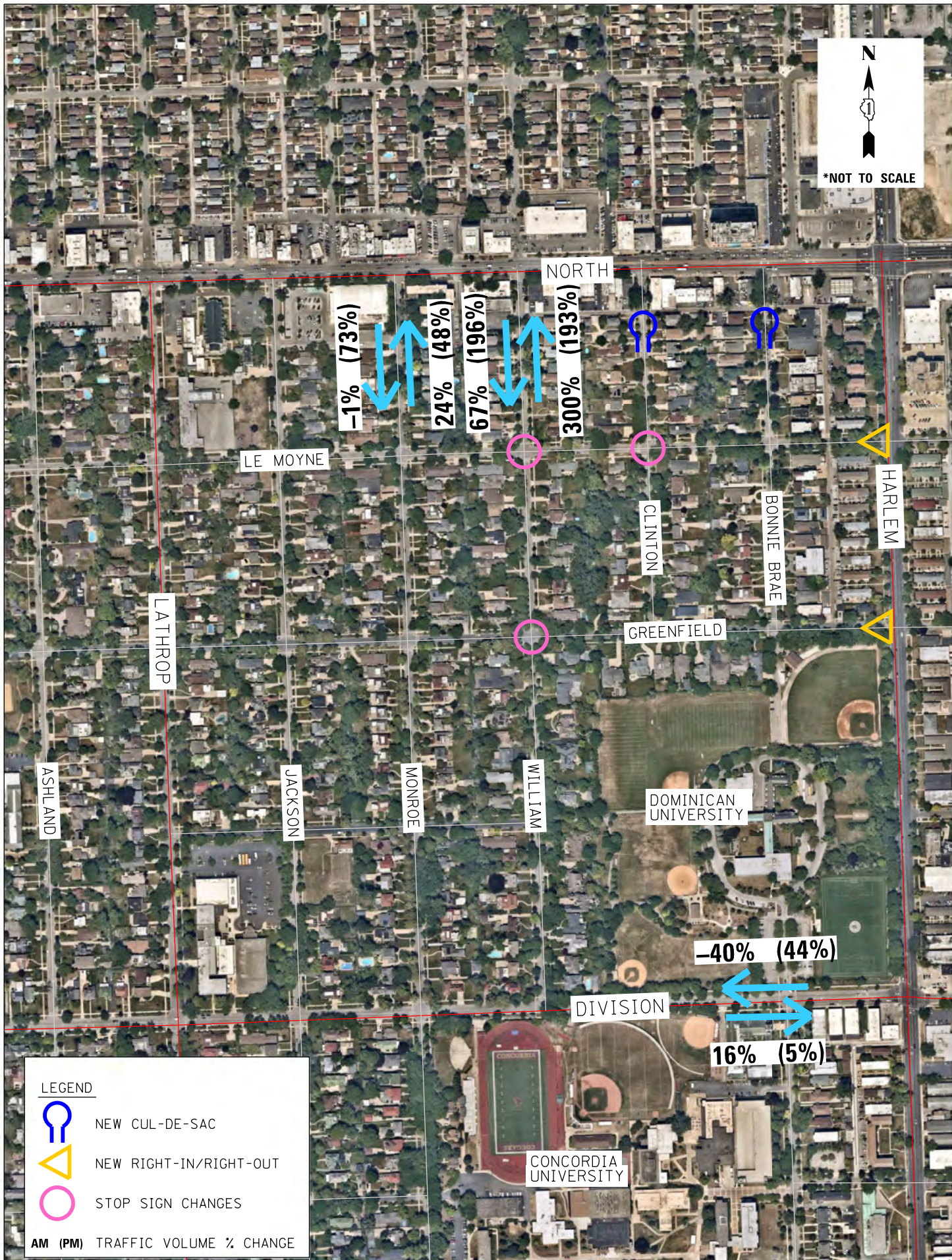
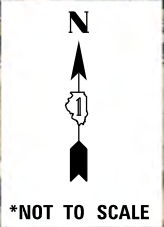
Even when accounting for the increased westbound volume at the PM peak hour, Division St is expected to accommodate the daily volumes currently using the road. It is suggested that the Village refrain from making changes in this area that would further increase traffic volumes along Division St, however, due to its signalized intersection at Harlem Ave operating at a C level of service.

### **Data Collected**

<b>William St</b>	Initial AM Count (3/3/22 - 7:30AM)	Second AM Count (5/31/23 - 7:30AM)	Initial PM Count (3/3/22 - 4:15PM)	Second PM Count (5/31/23 - 4:15PM)
Northbound	10	40	14	41
	<b>300%</b>		<b>193%</b>	
Southbound	54	90	23	68
	<b>67%</b>		<b>196%</b>	
<b>Total # of Vehicles</b>	64	130	37	109

<b>Monroe Ave</b>	Initial AM Count (3/17/22 - 7:30AM)	Second AM Count (5/31/23 - 7:30AM)	Initial PM Count (3/17/22 - 4:15PM)	Second PM Count (5/31/23 - 4:15PM)
Northbound	21	26	29	43
	<b>24%</b>		<b>48%</b>	
Southbound	81	80	56	97
	<b>-1%</b>		<b>73%</b>	
<b>Total # of Vehicles</b>	102	106	85	140

<b>Division St</b>	Initial AM Count (12/8/22 - 7:30AM)	Second AM Count (5/31/23 - 7:30AM)	Initial PM Count (12/8/22 - 4:45PM)	Second PM Count (5/31/23 - 4:45/5:00PM)
Eastbound	278	322	440	460
	<b>16%</b>		<b>5%</b>	
Westbound	469	282	318	459
	<b>-40%</b>		<b>44%</b>	
<b>Total # of Vehicles</b>	747	604	758	919



**LEGEND**

- NEW CUL-DE-SAC
- NEW RIGHT-IN/RIGHT-OUT
- STOP SIGN CHANGES

**AM (PM) TRAFFIC VOLUME % CHANGE**