



VILLAGE OF RIVER FOREST TRAFFIC AND SAFETY COMMISSION MEETING MINUTES

Wednesday, January 17, 2024 – 7:30 PM

A regular meeting of the River Forest Traffic and Safety Commission was held on Wednesday, January 17, 2024, at 7:30 P.M.

Roll Call and Call to Order

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

Chairman Rees adopted a motion to approve the minutes from the meeting on November 15, 2023. All in favor of adopting the minutes.

Chairman Rees thanks everyone for attending and asks if they signed up to speak. The intent is to show public comment and the discussion of the Northeast Speed Volume Report. If there is no objection, then I will turn it over to public comment first and go from there.

The main thing is that at the last meeting, is one of things we asked when the Board hired a new Traffic Consultant and when they did their Study, they excluded the Northeast Quadrant because that work had already been done with KLOA. So, we asked if they would go back and check the volume counts and the speed counts with the barriers removed. They have done that and so, we have that data. We will turn it over to you if you want to make any comments and then we will go to the Board. So, whoever would like to go first, if you don't mind giving us your name and address.

Kelly Abcarian, 1226 William Street – I did have a chance to review the Thomas Engineering Report. Thank you for having them do that. They did a fantastic job of using the Toolbox. It sounds like this Village can use moving forward. I would like to thank data driven decisions. What I found is a key take away is that is clear when you listen to opinion verses data, you get very different results. I'm in survey research. Opinions are important, but they don't represent what's happening on the ground. If you look, Bonnie Brae was the one street that needed no treatment whatsoever. Yet, we had done treatment that instituted barriers which is like the last resort you would ever want to do. I want to thank you for engaging them to reposition the data and the research so we can all make smarter decisions using the Toolbox around levels and proper treatment. I thought it was straight forward but alarming which is what I know we had voiced concerns around was Monroe and William. It is like whack a mole where you push traffic to other streets which already have high volumes much higher than Bonnie Brae and Clinton. The takeaway I took was that the traffic backs up well before you get to those streets if people are intending to cut through. So, by not doing anything on those streets, it didn't really divert any traffic.

Chairman Rees asks if anybody has any questions for Kelly. Ok, thank you.

Dr. Nucifora, 1415 Clinton Place – I agree with Kelly just said. I also want to stress the difference between personal opinions, personal feelings, personal thinking, and objective data. I believe no one here is an expert on traffic situations. So please listen to what the experts say. In addition, I would like to ask whether I am a loud to ask, after a vote is taken, what are your effects behind your vote?

Chairman Rees indicates there may be people here that may have different views. I will give you my sense if anybody else wants to comment even though I am answering your question right now. Generally, in a meeting like this, there are certain rules. We roughly follow the Roberts Rules of Order in a meeting. Generally during public comment, it should be public comment. Usually when it's public comment, there is not even a give and take. We don't answer questions, we don't do what I am doing right now, which is answering your question. Usually, you hear public comment and this is any Commission like this. You hear public comment. The Commission hears the comment. You go through anybody that has a comment then you turn it over to the Commission to have a discussion. Then there is a vote. After that, if you wanted to engage with any particular member and find out if they didn't adequately explain their reason, they would be free to do that. I think during the course of the meeting, that's technically not something that is expected or anticipated. Having said that, we have historically been pretty informal. We understand we are all neighbors here trying to reach the right result, so we tend to be more informal and we have a little more give and take.

You might have been at a couple of meetings when they were really jammed with people and we have gone through some of the same issues a few times, I think we started to try and limit the amount of public comment, limit that kind of give and take as you know some of these meetings were going until 10:00 o'clock at night. Those are my two cents to try and answer your question. I am happy to have any other Commissioners weigh in if they like to.

Commission Hoyt agrees completely.

Chairman Rees did that answer your question?

Dr. Nucifora indicates so, after the vote, am I a loud to ask one of you to please explain to me the basis of your vote? Most of the time it is almost always clear, but sometimes it is not clear. If I understand the results of the vote, then I understand the issue better, the solution and the recommendation you guys make to the Board.

Chairman Rees indicates that he appreciates that. Again, there is an informal answer and a technical formal answer. The formal answer is no, there's not really a provision for you to question the people after the vote about why they voted a certain way. After the meeting, you are certainly free to ask any one of us and we may be free to answer or not answer.

Several of us have been on this Commission for many years. We are appointed, we are not elected, but we always try to be responsive to people and to the questions people ask during the meetings. I think we rarely engaged in heavy formality and we try to answer the questions. We will do our best to answer your question and explain the basis. As a technical matter, I think it's not required, but as an informal matter, I think I will speak for us all to say that we generally try to make it a practice to answer the questions that are raised.

We want not only the public to know why we make a recommendation, it's in the minutes, but we like the Village Board to know why we make a recommendation because they have the ultimate decision. What's most important is that the Village Board understand the reason, we as a Commission, voted a certain way. It's probably not as critical why any one individual on the Commission, would vote a certain way.

Dr. Nucifora indicates that some of you make it very clear why they are voting, but some of you don't say anything during the discussion. So, I wonder don't they have an opinion, I don't know.

Chairman Rees indicates that also the Village Board tries to have a number of different people on the Commission and we try to have a diverse Commission with different viewpoints. Sometimes, people articulate a reason and sometimes they don't. That's their prerogative. Our goal is when we do make a recommendation, we certainly hope that the public understands why and that the Village Board understands why so they may decide whether to accept our recommendation or not, we provide sufficient reasons. Thank you.

Commissioner Jayaraman asks Chairman Rees that maybe you want to explain to her -so, the Village Board sends everybody material in advance to read. All of us get to read the problems way in advance and everything is discussed. Some people like to discuss things and are a little more talkative than others. Everybody puts a lot of time and effort to understand the problem, however it works, to have good solutions. Just because they are not really chatty in the Board meeting doesn't mean they don't take the same amount of care than somebody that was a little more talkative.

Chairman Rees thanks Arun. Why don't I go ahead and turn it over to the Commission to ask if anybody has any general comment or anything that they would like to add to the agenda, in particular, I guess, to follow up on things we discussed at the last meeting.

I would like to make sure that we thank Staff and Thomas Engineering for getting these counts and numbers to us. At the last meeting, we weren't sure if they would get it in time for this meeting. They did. I thought they did a great job. On behalf of our Commission, we would like to let the Village Board know that Staff...

Commissioner Hoyt interrupts and indicates I totally agree. I was very happy to see that we had it for this meeting. They talked about making some changes to our Calming Tool Kit at the last meeting and I don't see those changes incorporated in what came back from Thomas Engineering. We talked about 3 items in particular to add to the Tool Kit.

Chairman Rees asks Commissioner Hoyt if she minds reiterating those?

Commissioner Hoyt indicates adding where does the cul-de-sac fit in, where does the one-way barrier fit in and the stop light. That's 3 things we talked about. Regarding the Calming Measure, we talked about where they would fit into the levels. I did notice that in the updated version that there was an asterisk at the bottom that said if there were may be other measures, we could maybe add them in.

Chairman Rees indicates for example, when we were debating the barriers and the kinds of barriers, that we had at Clinton and Bonnie Brae would those be Level 4 or some other Level.

Commissioner Chase asks if we know what they are?

Chairman Rees answered no, not yet.

Matt Walsh, Village Administrator, indicated that I don't think there was any formal comments on that, but I know that we discussed that a little bit at one of these meetings. I think one of the members had asked that. We will have that conversation to see if it is appropriate – whether it is level beyond what's on there or just other things for consideration. What those pros and cons are. We want to make sure they do that.

Commissioner Hoyt indicated at the last meeting we asked if we needed to take a vote.

Chairman Rees indicates I think if they would just simply note – if those items cul-de-sac, like a barrier and stop light.

Commissioner Hoyt interrupts the one-way barrier like a pass- through barrier.

Chairman Rees indicates like at Clinton. If they have an opinion whether those would appropriately fit say under what Level of their matrix.

Commissioner Hoyt indicates then we can add it to the matrix.

Commissioner Chase asks Chairman Rees can find out if a round- a -bout is in the plan or what Level that would come to?

Chairman Rees states that's a good question. I think that was included either.

Commissioner Chase indicates that it was mentioned somewhere, but I don't think it would be a bad thing.

Chairman Rees says that he agrees. So that would be added to the list that Kim mentioned.

Commissioner Chase indicates please, thank you.

Chairman Rees asks if there any other comments from other Commissioners? John?

Commissioner Osga asks about a quick question on Greenfield. I don't see any data here regarding William to Harlem on Greenfield. Do we have that in a separate or previous Study? We've been bouncing around Greenfield for a long time. I brought up the fact that once Dominican, once Fenwick moves into Dominican, the bus situation is going to probably be strenuous to that street. Some of our neighbors there also brought forth that there's still a lot of speeding on Greenfield. Do we have any data, or new data I guess on Greenfield? Obviously, they did the north south streets but there is nothing on here regarding Greenfield. I will say that we appreciate what TEG did. The new data is very important. I'm looking forward to extrapolating and implementing measures that will slow down or relocate the traffic on these

four streets. I would like to get Greenfield included in there as well as I think that's going to be a hotbox also. This new data is good and I do like the Calming Toolbox. I am looking forward to having a conversation about that tonight.

Chairman Rees indicates that he ran out of the house without bringing – I have a notebook that has KLOA numbers and Thomas numbers. I just don't remember if KLOA measure did Greenfield. I assume they did.

Matt Walsh indicates I believe they did.

Chairman Rees asks that KLOA did?

Matt Walsh indicates yes, TEG was not asked to – we don't have any recent numbers on that. I know it did come up with public comment the last meeting.

Commissioner Osga indicates we know if they are coming through - when they are coming through. Greenfield is the recipient of that traffic heading east. We can think about that as we move forward.

Commissioner Gillis indicates I like the scoring matrix. You get a number and then you have options down there.

Chairman Rees asks if there is anything else right now Rick?

Commissioner Gillis indicates no, that is it for right now.

Commissioner Chase indicates that she couldn't agree more. It was great to read that and see what we can compare it with.

Commissioner Jayaraman indicates its capping at 2. Some of the ones we initially discussed comes at 3 or 4 numbers whatever the rating scores are.

Chairman Rees indicates I know that based on the numbers, they came up with if I read it correctly, at least when they added the most recent counts in that northeast quadrant they did identify that based on some volume and speed on Thomas and William they rated it 2 on their matrix. Is that what you are referring to?

Commissioner Jayaraman indicates we initially had talked about certain barriers. In this new matrix those are all rated as Level 3 or 4.

Chairman Rees indicates I see what you are saying.

Commissioner Jayaraman indicates what we got, we can potentially implement our outcome in Level 3 or 4 but the max score given for any of these is a 2.

Chairman Rees thinks it is sort of consistent with the comment that we received tonight is that having this Toolbox has given us some guidance, in my view, it remains guidance and doesn't mean that there might be times when you might decide – in fact I think there's one point where

Thomas Engineering notes that while one street remains a 1. They recommend there could be some of the Calming Measures that would normally be within 2. Obviously, the departure, and that's probably to Giuseppinahis' comment, if we were to depart from the guidance. All the more reason to have to explain why to determine there's a good reason to recommend some departure from the guidance.

Commissioner Hoyt indicates that I just noticed that a round-about is actually on here as a Level 2. So we have the data.

Chairman Rees thanks Kim and asked Pat if she heard that?

Commissioner Chase indicates I did not.

Chairman Rees indicates that Commissioner Hoyt noted that the round-a-bout is already listed as a Level 3 mitigation measure.

Commissioner Chase indicates yes, I know. I read about this. That's why it's in there.

Chairman Rees indicates there were in the Thomas Engineering Group some suggestions with respect to the north south streets a Study including possibly adding parking and striping for parking on both sides of the street to reduce the site lines or at least to give the appearance the street is less wide than it is. They recommended that there be added striping for parking on at least Thomas and William – Monroe and William and that we consider perhaps doing that at Clinton and Bonnie Brae. They also suggested possible addition of a speed limit sign I think south bound. One, I would be interested in hearing from the Commission if you have any comments about those recommendations and second the point of procedure if we were to recommend something like those which are, I guess in my fairly modest, whether we think those would be the kinds of things would require notice to the neighbors before we do anything like that.

Commissioner Gillis thinks that putting in a sign, that's fine. We can do that easily. As far as the parking I think that would be kind of tough to do the entire – if you think about north south to stripe everything. I guess it could be done. I don't know what the cost is. I know striping is rather expensive.

Commissioner Chase asks if it's all the way to North to Division or just the first two - just north to Greenfield? Just one block, right?

Bill Koclanis, Civil Engineering Technician, indicates that this is just for the existing parking that's there – that two-hour parking. They would stripe that. They are not asking to add parking on the west side. It would just be on Monroe from North to Le Moyne – William from North to Le Moyne and Clinton from North to Le Moyne. Just beyond the east side of all those streets. That's it. Where there is two-hour parking, we would be adding striping. We will not be doing any striping where there is no parking. The cost would be \$600.00 a block – couple grand.

Commissioner Chase indicates it's doable – feasible.

Bill Koclanis indicates yes.

Commissioner Hoyt asks if this would be east side only?

Bill Koclanis indicates correct. Right now there's only parking on the east side of those streets, not on the west side.

Commissioner Gillis asks if you can do it near Fresh Thyme on the west side where the truck parking is or do some sort of slash in there? Just to thin things out even more because you have the cars on the east side. There is a truck standing, I believe – I forgot the exact terminology.

Bill Koclanis indicates yes, they have loading and unloading zone there.

Commissioner Gillis indicates maybe do that which would also thin it out a little bit.

Bill Koclanis indicates right. Wherever there was parking, we can add the parking spaces in. Where there is not next to a parking spot, hash it out.

Commissioner Osga asks regarding the speed limit sign, did they talk about recommending maybe a flashing speed limit verses the existing speed limit because we have speed limit signs on Monroe and William now, correct?

Bill Koclanis indicates there is no speed limit sign on southbound Monroe. That's why they are saying to add a speed limit sign there. He said that if this doesn't work in the future, and we still see a problem, then add the flashing speed limit sign. Right now, it is just making a speed limit sign and putting it up.

Commissioner Osga asks are there speed limit signs – there's nothing on Monroe. There's no speed limit sign on William either?

Bill Koclanis indicates that William has a speed limit sign going southbound. So that one does have a speed limit sign.

Commissioner Osga asks if Clinton and Bonnie Brae they do have speed limit signs?

Bill Koclanis indicates that Clinton has one on the southbound only and Bonnie Brae does not have a speed limit sign. Public Works can make a couple speed limit signs and throw them up pretty easily.

Chairman Rees indicates that my opinion, for what it's worth, that speed limit signs aren't worth too much. But I am not opposed to adding them. They did ignore it as we know generally...

Commissioner Chase indicates almost as bad as stop signs.

Commissioner Gillis indicates that the flashing ones do work. I've witnessed that.

Commissioner Chase asks don't we have two flashing ones in the Village that we can kind of move around?

Commissioner Gillis indicates that I'm talking about the permanent ones that do work.

Commissioner Chase indicates gotcha.

Commissioner Hoyt asks so right now, there no speed limit signs one you turn off North Avenue.

Bill Koclanis indicates correct. On Monroe, there is no speed limit sign going southbound when you turn onto Monroe from North Avenue.

Commissioner Osga indicates William, yes. Bonnie Brae, yes.

Bill Koclanis indicates Bonnie Brae, no. Bonnie Brae and Monroe are the two that don't have them.

Commissioner Hoyt indicates we should let people know so they can be familiar with what the speed is so they know what they are violating.

Chairman Rees indicates that given the volumes and speed and the fact that Bonnie Brae was not recommended for any change, I would suggest that adding a speed limit sign on Monroe makes sense and it might make sense to recommend flashing speed limit sign on Monroe southbound. Bonnie Brae, I would suggest just adding a regular speed limit sign on Bonnie Brae given the volume and try to be consistent with the recommendations from Thomas Engineering's based on their numbers.

Commissioner Osga agrees with that. I do like Rick's comment on the striping of the existing parking on the west side of the street. I would think on both – William is the big one in my opinion because it goes all the way as does Monroe. On Monroe, we are going to have a loading zone there. I think, in my opinion, William goes straight through to Division. I like the idea of parking striping. It does have a stop sign at the moment. I would almost say do we uptick that to a blinking – speed limit sign? I would like to ask you guys opinion should we upgrade William's speed limit sign to a blinking – At this point, Bonnie Brae and Clinton I am pretty passive on if we do anything at all over there. I do like looking at Monroe and Franklin with the parking striping, loading zone striping and maybe on Franklin a speed limit sign that talks to you and adding a speed limit sign on Monroe.

Commissioner Jayaraman asks are the street limit signs \$15,000.00 at least, the flashing ones?

Bill Koclanis indicates there about \$5,000.

Commissioner Jayaraman asks same as both Monroe and William, the flashing signs?

Commissioner Osga indicates that William has a regular speed limit sign. We don't have to do William at this point because based on the data, we're within the bounds of everything is ok over there.

Commissioner Jayaraman I thought Monroe and William were scored at 44 and 45 I think. So, they are both Level 2.

Commissioner Osga indicates that it is getting close. With regard to their conclusions, do we do anything or push it somewhere else? I'm trying to think about that quadrant over there.

Chairman Rees asks John that it sounds like the recommendation is currently on Monroe there is no speed limit sign. The recommendation is to add a flashing speed limit sign southbound on Monroe on the first block. On William, where there is an upgrade, the existing speed limit sign to a flashing speed limit sign on William as well.

Commissioner Osga indicates that would be the most I would recommend and the striping on both streets. I don't even think at this point we need to implement the flashing speed limit signs. Maybe we could. Because of the data we just collected, I don't want to do too much as I'm more interested in seeing what happens if we do very little and we hear more from our neighbors up north. I'm trying to be as minimalist as possible right now except for the idea that I heard with Rick and the data talking about striping. I do think that the speed limit sign is needed on Monroe. It doesn't have to be \$5,000.00. I think William is going to be the busiest street either now or in the future. My recommendation would be that we add a regular speed limit sign on Monroe, do the parking striping on Monroe and Franklin. Leave everything else alone and then talk about Greenfield down the road. Again, I don't think we do anything to Greenfield until we start having conversations with Fenwick and what their needs are on Greenfield with regard to the Priory. We've done stop signs on Greenfield, we added stop signs. So, I can table that as well.

Bill Koclanis asks just to be clear you mean Monroe and William, not Monroe and Franklin?

Commissioner Osga asks did I say Franklin? I meant Monroe and William. Those are my concerns.

Commissioner Jayaraman indicates that both Monroe and William have high scores. One has higher speeding and the other has more crashes. William has more crashes on it. Monroe has more 20 plus speeding for people who have 20 plus speed limit. So, stop signs can work on crashes and reduce speeding right?

Commissioner Gillis indicates that I'm looking at our new improved matrix here. At Level 2 we have textured pavement and rumble strips at our fingertips. We have two Level 2 streets here. I am just throwing it out that it is something that we can start thinking about. Bill can think and make recommendations. We don't have to decide tonight but if you think about it both those streets are pretty fast. They do get a lot of volume.

Kelly Abcarian, 1226 William Street, interrupts and asks if she could make a comment? With living on William everyday and literally watching - There is no stop sign from Division to Greenfield. You have Trinity High School, and the Priory Park. People take their kids to the park on William. People take their kids to the high school on the other street. People fly down those streets because they look wide enough and like what was written in the TEG report. There is no stop sign to slow them down. They get a good speed until they get to Greenfield. I don't know why those streets don't have stop signs at those intersections as there is a high school entrance right there at Berkshire and Monroe not even a half a block in. All the parents are being funneled because they all have tickets for dropping their kids off on Division...

Commissioner Gillis interrupts and indicates Berkshire and Jackson.

Kelly Abcarian indicates Jackson sorry. Then Monroe - there's Lathrop, Jackson then Monroe and William, right? At Monroe, that's a block away from Trinity, people come flying down that street because there is no stop sign like I said between Division all the way to Greenfield. Berkshire street that cuts through there and dead ends at the park allows you to go two full very long blocks without ever having to stop. People fly down that street on both Monroe and William. Then you have kids getting to Trinity a block away at Jackson. Then you have the Priory Park where all the kids come and park on William Street to go to practice when practice starts happening.

My only thing of interjecting here is that speed being an issue as there is nothing to slow down that traffic for two full blocks. They can turn on Division and go straight to Greenfield or come down Division or come down Greenfield, turn on and go straight down to Division. Nothing slows them down.

Commissioner Gillis asks so, that's on William?

Kelly Abcarian answers and Monroe. There is no stop sign either at Berkshire Street that intersects halfway through.

Chairman Rees asks Kelly if she is talking about speed on William?

Kelly Abcarian indicates I'm saying William and Monroe speed is probably due to the fact that there is no stop sign to stop the traffic down Monroe or William at the Berkshire block.

Chairman Rees indicates that I'm going to interject and say that we are not going to discuss stop signs tonight because it is not on the agenda and there has not been any notice by that area by the stop sign. Generally, something like adding a stop sign, we would require there be a request or a petition to go through the procedure before we consider adding an additional stop sign. In the meantime, I think it's telling that the Traffic Engineers at least amongst the recommendations that they made, did not include recommendation for a stop sign which is generally not a recommendation for controlling speed. With that said, what I would suggest is if we have a consensus with respect to striping the existing parking so change the site line to make it appear - at least I don't know if you want to take one street at a time, but it sounds to me that in the comment that there's consensus that we should stripe the existing parking areas on William and Monroe between North Avenue and Le Moyne. I think there is a consensus on that and I guess we can decide whether we need to add a motion...

Commissioner Hoyt interrupts and indicates just to clarify, those are the two streets where they were deemed Level 2?

Chairman Rees indicates correct.

Commissioner Hoyt indicates and adding the parking lines is a Level 2 Calming Measure?

Chairman Rees indicates right. What I would suggest is that we resolve the striping and then let's go back and see if we can resolve and come up with recommendations with respect to any additional signage if that's ok. Let's start with striping and let's focus at least starting with

William, Monroe and that block between North Avenue and Le Moyne and ask if there is general consensus on striping the existing parking. Is that consistent with what you guys understand would be the recommendation?

Matt Walsh indicates I did not hear some of that, but I believe so.

Chairman Rees indicates ok.

Bill Koclanis indicates that the only addition is that they are recommending to stripe Clinton as well.

Chairman Rees indicates so let's start at William and Monroe and address whether we make the same recommendation for Clinton and Le Moyne.

Commissioner Hoyt asks to clarify that the cost of that is \$600.00 per block?

Bill Koclanis indicates that we do our striping in the fall. When all our projects are completed, we have them come in for one day and do it. If you want to do it in the spring in which we can, it would be \$600.00 per block plus the \$500.00 trip charge for them to finish up early – maybe \$3,000.00.

Commissioner Chase asks if we can do all three streets as long as they are coming once?

Bill Koclanis indicates yes. I was talking for all other projects that they would have to come back and finish those. They would all be done in under an hour.

Commissioner Chase indicates thank you.

Chairman Rees indicates that you are recommending at least – you're suggesting that their coming for a trip charge that they do the striping at least on the three streets?

Commissioner Chase interrupts and states the three streets that they we are talking about that were recommended.

Chairman Rees asks if there is any comment on that recommendation?

Commissioner Osga indicates that if money is no object, maybe they can get it done in a day. I was more interested in Monroe and Jackson – Monroe and William.

Matt Walsh indicates that from a Staff perspective, I wouldn't base the decision necessarily on the cost for the striping in this regard. There might be some additional costs for doing that street. If you want to focus on Monroe and William which I think was the original direction I think that would be acceptable. If we want to revisit Clinton, that could align with one of our other striping – our typical striping schedule maybe that's the way to.

Commissioner Hoyt interrupts and asks what would be the reasons not to do Clinton other than \$600.00? It was recommended in the Study. Is there any other reason not to do it for \$600.00? It talks about the negligible impact to residents.

Commissioner Osga indicates that it might keep people that are parking out of resident's driveways. What about Clinton? That is not the dentist office. There is no parking on the west side. We have heard complaints that people that are trying to go to various dentists and retail stores up on North Avenue. Sometimes they park in front of somebody's driveway. If it is negligible, it is recommended then including Clinton into the fold here for striping is probably a good idea.

Kelly Abcarian asks if this data was only done to Le Moyne Street?

Commissioner Osga answers yes.

Kelly Abcarian indicates there's no data past Le Moyne? Greenfield....

Commissioner Osga interrupts and indicates in front of us right now.

Kelly Abcarian indicates I thought they were going to do all the way to Division Street.

Commissioner Osga indicates that he wasn't sure if they were going all the way to Division.

Bill Koclanis indicates that we are just going to Le Moyne. That's the cut through where everyone goes. Was more for cut through traffic. It stops at Le Moyne.

Kelly Abcarian asks so, there is no data past Le Moyne down to Division?

Bill Koclanis answers no.

Commissioner Hoyt indicates then I pull my comment back because I thought I was...

Chairman Rees interrupts and indicates the extent of this data it would be the KLOA data. We have to look at that. You can see in some areas that the KLOA data was a little bit higher actually but – so, we have to look and see if there is a pre-existing KLOA data or at least the new data is for the first block south on North Avenue.

Kelly Abcarian says thank you.

Chairman Rees indicates ok. I think we have a consensus on recommendation with respect to the striping. Do you all think we should have a motion on that? Anyone like to make a motion with respect to striping?

Commissioner Osga indicates I would make a motion that we accept TEG's recommendations to stripe and maybe make our own addition of striping from North Avenue to Le Moyne, the existing parking spots on Monroe, William and Clinton Place.

Chairman Rees indicates striping the existing parking on Monroe, William and Clinton Place and first block of North Avenue all the way down to Le Moyne.

Commissioner Gillis indicates that is correct.

Commissioner Hoyt indicates second.

Chairman Rees indicates alright. Commissioner Hoyt seconded that. Any further discussion on that motion? Alright, hearing no discussion, let's vote on that one.

Vote Taken:

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

Bill Koclanis indicates that the vote is 6-0.

Chairman Rees indicates let's take up stop sign - speed limit sign on William southbound. First block south of North Avenue.

Commissioner Gillis asks if that's the existing sign that's there?

Chairman Rees apologizes and indicates let's take up Monroe first as it does not have a speed limit sign. We are discussing the concept of a speed limit sign for southbound traffic on Monroe, on the first block that's south of North Avenue. Right now, there's no existing speed limit sign on Monroe on that first block. So, there's a recommendation to add a speed limit sign and I think, the discussion is whether we would recommend that be a flashing speed limit sign. Any discussion on that or let's focus on Monroe for the moment since that one does not have a speed limit...

Commissioner Gillis interrupts and asks for that non-flashing? I would only do flashing if it were down towards somewhere in the middle between North Avenue and Division – A flashing but not that close to North Avenue.

Chairman Rees asks if anybody on the Commission feel strongly...

Talk amongst Commissioners.

Chairman Rees indicates that my suggestion is that we take an incremental- approach and we start with the striping, we start with the speed limit sign. If it turns out that neighbors are not seeing any relief and we continue to see speeding, then maybe we continue to look and see if there are other Level 2 measures that would make sense.

Commissioner Hoyt indicates to just to clarify both adding the speed limit sign and adding flashing speed limit sign are both Level 1?

Chairman Rees asks is there is a consensus with respect to a recommendation to put a speed limit sign on Monroe?

Commissioner Chase asks if you want a move? You want a motion?

Chairman Rees indicates the motion is to add a regular speed limit sign.

Commissioner Chase indicates to add a regular painted speed limit sign from the Public Work Department southbound on the block between North and Le Moyne.

Chairman Rees indicates ok that Commissioner Chase made that motion. Is there a second?

Commissioner Gillis seconds the motion.

Chairman Rees indicates Commissioner Gillis seconds that. Any discussion? Commissioner Hoyt indicates that there is a Level 1 mitigation. Alright, we can go ahead and vote on that.

Vote Taken:

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

Bill Koclanis indicates that the vote is 6-0.

Chairman Rees asks if there is any appetite to visit changing the nature of the speed limit sign on William? My understanding is that there is an existing speed limit sign on William southbound right?

Bill Koclanis indicates correct.

Chairman Rees are we content to leave that as is, as we said, striping for now? Is there any interest in suggesting a different speed limit sign on William?

Commissioner Jayaraman indicates given the number of crashes they mentioned. They gave it the higher score even though it's only a Level 1. They are adding flashing stop sign at least trigger that response as you suggested before they go and vote on changes.

Chairman Rees asks Arun are suggesting maybe change the support of the flashing sign there? Any comment on that?

Commissioner Gillis indicates I think it's too close. In other words, I think you haven't gained speed from the time you turned off of North Avenue to Le Moyne or to really tell you're speeding. It's just my opinion. Again, if it were two or three blocks down, by then they're doing their 45, 50, 70 miles an hour.

Chairman Rees asks can I ask for clarification what kind of flashing sign are we talking about? You're talking about the kind that says you are going 30, you're going 40. Is that what they're talking about with the flashing or is it a flashing sign that says speed limit is 25 and it's flashing?

Bill Koclanis indicates that it is a driver feedback sign.

Chairman Rees indicates feedback sign, ok. Rick is making a point that for the feedback to be meaningful, that it's not as meaningful in the first block. Although, the data showed the people are going whatever 32 miles an hour at the 85% projectile they are going about 32.

Commissioner Jayaraman indicates that nothing prevents us from putting something further down, right?

Commissioner Chase indicates that we can put it on the next block before Greenfield.

Commissioner Jayaraman asks if we can move a flashing recommendation.

Commissioner Osga indicates that's not on the table tonight and there's a stop sign going south. Isn't there at Le Moyne on William? They are suppose to be stopping at Le Moyne right there. I don't know if it warrants a....

Commissioner Hoyt indicates the recommendation does say that a flashing sign or a driver feedback sign. Those are two different names so we should just clarify which one we are talking about.

Commissioner Jayaraman asks if the flashing one is the solar thing where it just flashes the speed sign? What he is talking about is that it starts blinking very fast.

Bill Koclanis indicates that I don't think that we do have a flashing speed limit sign in town. I think they are all feedback signs.

Commissioner Gillis indicates that we just have flashing stop signs.

Bill Koclanis indicates right.

Commissioner Gillis indicates I just wonder when looking at....

Commissioner Hoyt indicates that if we are going to do it William is the one to do it on. I would personally recommend doing it on one and to see what the results would be. The cost of that you said is \$5,000.00?

Bill Koclanis indicates correct. We can table this see what traffic does and go back to see whatever you guys want to do.

Commissioner Jayaraman indicates as Chairman said do we have to officially send notices to residents.

Chairman Rees indicates probably not for a traffic sign I mean for a speed limit sign.

Bill Koclanis indicates for the speed limit sign, no. For the striping, we would just give them a notification that we are doing it just so they know. Would tell them ahead of time that we will be out there.

Chairman Rees indicates one suggestion Staff is that we consider adding the striping and start with that. There is an existing speed limit sign. If we're not seeing any real change, then we can come back and sort of consider the Toolbox. Whether that would be a feedback sign with respect to speed or one of the other Level 2 mitigation measures.

Commissioner Hoyt indicates the real change would be determined by the answers of neighbors because we're not planning to do another traffic study.

Chairman Rees indicates that at some point, this is a challenge.

Commissioner Osga indicates that we are talking about accidents. If we are at six accidents which would get us to 44 points which pushes us into Level 2, then after we do the striping in the spring and revisit it - are there another six accidents there or seven accidents. That's data driven and then we can make a decision from there on the signage. Question on the rumble strips, are they the ones that are indented or the ones that come out?

Bill Koclanis indicates we can do whatever you want. If you put rumble strips in front of people's houses, they're going to freak because you will wake them up. I get calls about potholes that wake them up, let alone rumble strips.

Commissioner Gillis indicates that I am thinking about plowing too as if they are indented they can still plow.

Bill Koclanis indicates that they can take them out, that's fine.

Commissioner Gillis asks what is the difference between, for our education, the textured pavement and the rumble strips?

Commissioner Chase asks if the rumble strip is another word for a speed hump?

Bill Koclanis indicates yes. Basically, when you go off the road and hit the rumble strip on the shoulder.

Commissioners converse about rumble strips.

Bill Koclanis indicates yes, that is correct. I'm telling you that the neighbors are not going to like it.

Commissioner Osga indicates that I think we just table the thoughts of the sign – unless you guys think we should consider speed limit sign. I'm willing to let it go until the signage, the striping comes out and see what happens. What TEG has told us is we are in pretty good shape up there.

Chairman Rees asks Arun are content to sit tight with the striping for now and revisit the idea...

Commissioner Jayaraman interrupts and indicates John can have whatever he wants.

Chairman Rees indicates that we are having this discussion and I guess the question is if we don't have to move to make a change. So, I guess that's the question on the table is does anyone

what to entertain an additional motion with respect to William or do we want to sit tight and see what the striping bears and then revisit this as needed in the future?

Commissioner Gillis indicates that I think for the next meeting if we can get some information for your question here for Berkshire and William. Do we have any traffic data there, do we have any accident data? Can we at least look at that as I know you have asked for stop signs there before...

Kelly Abcarian interrupts and indicates I am just saying that is where the speed happens to your point Rick. I get it's just 32 and 7 miles per hours over but I'm telling you that it's more than 7 between Greenfield and Division because they have two long blocks wide open.

Commissioner Osga asks did you also say there is also a long stretch from Trinity or I guess that would be Lathrop all the way from Jackson straight through –

Kelly Abcarian interrupts and indicates Jackson and Greenfield.

Commissioner Osga indicates on Berkshire. That's a straight shot too?

Kelly Abcarian indicates yes.

Commissioner Osga indicates because we did a safety to schools so we implemented 650 something stop signs in the Village for the kids to walk – so it was looked at.

Commissioner Gillis there's a stop sign at Berkshire on the corner of Trinity.

Kelly Abcarian indicates it's not a four-way stop at Jackson and Berkshire. The entrance to Trinity where all the kids pull their cars in or park on the street on Berkshire is right there.

Chairman Rees indicates that I guess the questions is if there's a request, a recommendation to consider changing that stop sign to a four-way stop? Is that what you're suggesting?

Kelly Abcarian indicates that I'm just asking I thought this traffic data went further. When I read it last night, I was thinking that solving this speeding problem and the crash problem was related to those blocks where the most incidents occurred. Then I realized it's only one block. My only point to you guys is that there is two long blocks across those three streets that there's no stopping whatsoever going north or south.

Commissioner Osga indicates that you guys have brought this up before. We've heard it from other people. You are right. There are a lot of park people parked there because you can go in...

Kelly Abcarian interrupts and indicates kids pop out from those cars when they are parked on the street and those cars are flying down. You can't see kids come through when cars are parked.

Chairman Rees indicates that those are some of things that would support a stop sign and may have an effect of perhaps slowing traffic but also adds some control and some clarity to the intersection that people are using for other purposes. One question is do we suggest that we put on the agenda for the next meeting - I know generally we obviously try to resist the temptation to

have a stop sign on every corner in the Village but there is a good reason to have a stop sign to convert an intersection to a two-way or a four-way but we do consider that. I'm wondering if we want to suggest for a future meeting that we at least consider that converting the stop sign at William and Berkshire to a four-way – a three-way.

Commissioner Gillis indicates right because there's a park entrance there. I know in the past, we've always tried to put four-way stops near the schools and we don't have one here.

Commissioner Osga asks where's the stop sign on Jackson and Berkshire.

Commissioner Gillis indicates that east west are the stop signs.

Commissioner Osga indicates but you continue west on Jackson from Division straight through to Greenfield. I would imagine that there is a stop sign on Greenfield. That's three blocks that you can go from Division to Greenfield without stopping. Sorry, three different streets that you can go two blocks without stopping. There is no stop sign from Jackson going east on Berkshire until you hit William. So that's two full blocks.

Chairman Rees indicates historically we have tried to let it go two blocks without a stop sign.

Commissioner Osga indicates that I'm thinking about north south traffic flow on those three blocks. I like Rick's idea of a four-way on Jackson and Berkshire – no, four-way on Jackson and Berkshire. Then maybe address the north south streets – the other two, William and Monroe.

Kelly Abcarian indicates that this data tells me that if people are coming off Monroe and William that those are cut through streets. They are going past Le Moyne which is probably cut through especially if there is a two- block radius after they hit it to go full blocks to get to Division and cut across to get to Harlem. Do we have data as I don't want to make any decisions without data? If we have data from Greenfield to Division would be very enlightening.

Commissioner Gillis indicates for the next meeting let's take a look at those two intersections and see if there is any information and if it makes sense....

Chairman Rees interrupts and asks those two intersections that you are talking about are to be put on the agenda next meeting, Jackson and Berkshire and William and Berkshire?

Commissioner Gillis indicates correct.

Chairman Rees indicates I probably suggest we at least start with confirming if there's KLOA data. Let's just gather the KLOA data we have and at least we have that data to start with. At some point if we decide that it's not good enough, I guess we can revisit that.

Chairman Rees asks so the suggestion right now is that we put on the agenda for the next meeting consideration of some kind of traffic control signage, stop signs either and or William and Berkshire and or Jackson and Berkshire and consider the data. There will be notice to the neighbors if people want to come and address that issue.

Commissioner Hoyt indicates if there's data – there's no data.

Chairman Rees indicates that's the question. Right now, I don't hear us recommending that we're going to put a stop sign there at all. So, maybe, I guess there's not necessarily a need for a petition. If somebody wants a petition for a stop sign, people are welcome to do that. I guess what we're suggesting is that we collect the data that we have and at least discuss those two intersections in the context with the other stop signs that exist in the area and try to – including what we did with the Safe Routes to School Program and decide whether we want to recommend some kind of a change to the stop signs at those intersections.

Commissioner Osga indicates now that we have these scoring matrix's in front of us, we can almost do it ourselves, right? Is it close to a school, yes. If they are doing 32 m.p.h. from North Avenue to Le Moyne, they're going to do 32 m.p.h.

Bill Koclanis indicates we will pay a consultant by the hour to make the decision for us. We're done guessing. We are going to pay them good money so I don't have 50 people yelling at me again. We are going to do slow steps.

Chairman Rees indicates that I guess what I'm hearing- I'm not hearing any sentiment from the Commission to push for any additional changes at the Bonnie Brae, Clinton Place, William and Monroe beyond the striping on Monroe and William and the addition of a regular speed limit sign. I'm sorry, Clinton Place, William and Monroe. That motion passed – and adding a regular stop sign southbound, I'm sorry, a regular speed limit sign southbound on...

Commissioner Hoyt indicates so, sign doesn't exist on William doesn't exist on Clinton and Monroe - Clinton and Bonnie Brae?

Bill Koclanis indicates yes.

Commissioner Hoyt indicates so, Monroe is the only one that does not have a speed limit sign?

Bill Koclanis indicates I'm sorry, Bonnie Brae does not have a speed limit sign. They are not even a Level 1. Monroe is the main issue with the speed limit sign.

Commissioner Osga indicates that I thought we already voted on the speed limit sign on Monroe.

Bill Koclanis indicates yes.

Chairman Rees indicates so, the suggestion is then that we've – I'm just asking. I think we've done what we want to do with respect to those streets. So, nothing further we are recommending tonight with respect to those streets? Second, we are suggesting that we add to the agenda next time the intersections of William and Berkshire and Jackson and Berkshire. We are adding those to the agenda for the next meeting to discuss whether we would want to consider any...

Bill Koclanis interrupts and indicates that Staff will review the reports and see what kind of data we have for those intersections and put them on the agenda.

Commissioner Osga asks if that will include crash data?

Bill Koclanis indicates yes, whatever data we have. Joking aside, we have talked to consultants. He is more than willing to do all these matrix's for us whatever we have come up. He will charge us by the hour, take care of it and will be out of our hands completely.


Chairman Rees indicates it's helpful in what they've done. We appreciate that. Ok, great. Thank you for coming. Is there a motion to adjourn?

Commissioner Chase indicates so moved.

A motion was made and seconded to adjourn the meeting at 8:40 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: 5-15-24