



## VILLAGE OF RIVER FOREST TRAFFIC AND SAFETY COMMISSION MEETING MINUTES

Wednesday, July 19, 2017 – 7:30 PM

A regular meeting of the River Forest Traffic and Safety Commission was held on Wednesday, July 19, 2017 at 7:30 P.M. The meeting was conducted in the Community Room at the River Forest Village Hall, 400 Park Ave. River Forest.

### Roll Call and Call to Order

The meeting was called to order at 7:30 PM. Present at this meeting were Chairman Reese, Commissioner Gillis, Commissioner Valenti, Commissioner Cleary, Commissioner Osga, and Commissioner Wade.

### Old Business

Chairman Rees asked for a motion to approve the minutes from the July 19, 2017 meeting. Commissioner Gillis made the motion and Commissioner Valenti seconded the motion. All commissioners present voted to approve the minutes.

### Public Comment

Bob Ray of 830 Keystone has concerns about the crosswalks at Lake and Keystone. He is seeking some proposed solutions from the committee to the concern he raised a few months ago. It appears to him this is a fixable problem, but senses that it is not being addressed properly. Mr. Ray believes having well marked, well painted crosswalks and more traffic enforcement will help the commuters.

Chairman Rees advises that some of this can be done informally by making a recommendation to Public Works with respect to striping, signage and using a flashing light.

Jeff Loster, Village Engineer adds there are different types of striping and signage that can be done. Anything that is proposed to do needs to be approved by IDOT. He will reach out to IDOT to see what options they do have and bring that up to the next meeting.

### New Business – Request that consideration be given to install an Accessible Parking Zone on the east side of Grace Lutheran Church between the hours of 8:00 am and 12:00 pm (Sundays only)

Jeff Loster advises that from a signage prospective there is a lot going on in that area. Due to the school there are loading zones. This really does not affect anything since on Sunday mornings the loading zones do not apply. From a signage prospective, there will be three signs on a post in front of the church. This might make things a bit complex.

Commissioner Cleary made the motion, seconded by Commissioner Valenti to propose signage for Accessible Parking from 8:00am to 12:00 pm on Sundays only. On a limited section on Bonnie Brae south of Divison.

The vote was 6 to 0 in favor of approving the request. **The motion to approve the request passed.**

**New Business – Request that consideration be given to install a No Parking Zone on the east side of Ashland Avenue, between North Avenue and LeMoyne Street, Monday through Saturday between the hours of 8:00 am and 4:00 pm**

Sean Toohey lives at 1526 Ashland Avenue. He is proposing No Parking on the east side, from North Avenue to LeMoyne. In addition to some form of restricted parking on the west side from North to LeMoyne. He's witnessed employees from the immediate care facility parking as early as 7:00 am and not leaving until 8:00 pm. Neighbors on both sides of him are experiencing difficulties getting out of their driveways. Mr. Toohey spoke to the person in charge of the facility, she indicated they do not want their employees to park on their parking lot. This will leave patients plenty of parking. He has walked by the facility and noticed there is always ten to fifteen parking spots available. In the months of March and April he tracked fifteen to twenty cars every day of the week parking on his block.

Lisa Walls lives in the condominium on the corner of North and Ashland. Her condominium provides one parking space per unit. Her mother and son each have a vehicle, therefore having street parking would be beneficial. When they have company or the landscapers go they have no place to park. She is proposing some kind of permit parking so residents are able to park on the street.

Donna Schuler of 1533 Ashland Avenue feels like a prisoner with cars parked right up to her driveway and across from her. She does not comprehend why the employees are not allowed to park in the parking lot. Weekdays are the worst and the cars remain parked on the street all day.

Sadie Calvin lives on 1510 Ashland Avenue, she was under the assumption one of the requirements for the facility was that they had to have their own parking. She has called the them and they are very dismissive. She is simply referred to administration at Loyola. The other argument Mrs. Calvin has is the parking on both sides of the street. She fears for the safety of the children, the vehicles make it impossible to see them going into the street.

Commissioner Gillis thinks the real problem here is that the person running the facility has instructed the employees to not park in their lot. One possibility is sending a very stern letter to get them to go back to their original obligation. Before any signage is put in place they can have Eric Palm, Village Administrator send out a very firm letter. If the letter does not work they can impose some parking restrictions.

Commissioner Osga likes the idea of sending a letter to the immediate care facility. In regards to safety, he trusts clearing one side of the street will make these cars go find parking elsewhere. Making the east side of the street a No Parking Zone might solve 65-70 percent of the issue. This is a way to solve the problem quickly and then solve it better in the future.

Commissioner Osga made the motion, seconded by Commissioner Gillis to send a letter promptly to the immediate care facility and wait to see how the letter works. Rejects the motion of the existing request to do a No Parking Zone on the north side of Ashland, anticipating for information of how the letter worked.

The vote was 6 to 0 in favor of approving the request. **The motion to approve the request passed.**

**New Business – Review of Chicago Avenue design as it relates to traffic calming measures as recommended by the Village’s Design Engineering Consultant.**

Bill McDonald of 803 Bonnie Brae read the Village’s Consultant Design and he has an alternative design to propose. As a bike rider he recommends that instead of the three bump-outs they do a bike lane for the first time in River Forest. He has not found anything that suggests bump-outs promote safety. On the other hand he feels they are dangerous to bicyclists like him. He proposes that they consider making a bike lane on both sides of Chicago Avenue. Approximately four years ago parking was banned from Bonnie Brae to Harlem. Mr. McDonald retrieved the police statistics prior to banning parking. There were an average of five accidents per year. Since the banning of parking at this corner the accident rate has been reduced by half. The cars who parked in front of his house now park a block west on Bonnie Brae and Clinton. Cars back up from Harlem going east all the way to Clinton. This creates an obstruction to the people who are going north on Bonnie Brae. Putting a bump-out will make those people going north on Bonnie Brae move even more further out.

William Davis of 754 Bonnie Brae agrees with Mr. McDonald on a lot of the points he made. If you take out the highest frequency intersections in River Forest, Bonnie Brae and Chicago Avenue is still a high accident location. Mr. Davis believes that removing parking all together on that area will eliminate any future car accidents. He had not thought about adding a bike lane, but thinks it’s a great idea to add them to River Forest.

Jerry Dembrowski of 751 Keystone Avenue believes adding the bump-outs are not a good idea. If you have bike lanes, parking lanes and traffic lanes this will create continuously traffic jams on Chicago Avenue. He trusts that adding bump-outs will help in slowing down some of the traffic without creating a huge backup.

Chairman Rees noticed that the traffic light at Harlem and Chicago is so brief. Cars are lined up for blocks waiting to cross Harlem. This light is controlled by IDOT, questions if lengthening the time might alleviate some of the traffic in this area. Advises asking IDOT to review it since this appears to be part of the problem.

Commissioner Gillis addresses the recommendations made by the Engineer. These include bump-outs going east from Thatcher on Keystone on the four corners, a bump-out on Jackson and half a bump-out on the south side of Bonnie Brae. Additional signage such as “Yield to Pedestrians” were also suggested.

Commissioner Osga feels the proposal on Keystone does not suite what they need to accomplish. They need to review Forest and Chicago Avenue to slow traffic at this intersection. Proposes to

have the consultant review this intersection. Considers a bump-out would be the only way to make these cars reduce speed at his area.

Jeff Loster, Village Engineer advises we request the consultant to study the feasibility of adding bike lanes. If IDOT and the consultant agree we have enough room to add the bike lanes, it can be added to part of this project or reviewed internally as a Village.

Chairman Rees made the motion, seconded by Commissioner Osga to approve the recommendation of the Engineers, but ask them to consider the feasibility of appropriate bump-outs on Forest Avenue.

The vote was 6 to 0 in favor of approving the request. **The motion to approve the request passed.**

Commissioner Gillis made the motion, seconded by Chairman Rees to ask the Engineers separately to look at the feasibility of installing striping for a bike lane on Chicago Avenue from Thatcher to Harlem on both sides. As part of this project or independently.

The vote was 6 to 0 in favor of approving the request. **The motion to approve the request passed.**

The Village will ask IDOT about the possibility of extending the time cars have to cross Harlem on Chicago Avenue.

A motion was made and seconded to adjourn the meeting at 9:26 P.M. All commissioners voted in favor of the motion. Motion passed.

Respectfully Submitted:

*Signature Line*



Jeff Loster, Secretary

*Signature Line*



Date: 9/20/17

*Doug* John Rees, Chairman  
Traffic & Safety Commission