



VILLAGE OF RIVER FOREST TRAFFIC AND SAFETY COMMISSION MEETING

Wednesday, January 18, 2017 – 7:30 PM

Village Hall – Community Room, 400 Park Ave., River Forest, IL

AGENDA

1. Call to Order/Roll Call
2. Adoption of Meeting Minutes from the 6/22/16, 7/20/16, and 9/21/16 Traffic and Safety Commission Meetings.
3. Public Comment
4. Request by Nancy Fasano of 1009 Jackson Avenue that consideration be given to creating a “Resident Only” parking zone on the 1000 block of Jackson Avenue between the hours of 8:00am and 4:00pm (Monday through Friday, not including holidays).
5. Adjournment



VILLAGE OF RIVER FOREST TRAFFIC AND SAFETY COMMISSION MEETING MINUTES

Wednesday, June 22, 2016 – 7:30 PM

A special meeting of the River Forest Traffic and Safety Commission was held on Wednesday, June 22, 2015 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 7:35 PM. Present at this meeting were Chairman Hagensick, Commissioner Valenti, Commissioner Rees, Commissioner Osga, Commissioner Jayaraman, and Commissioner Wade.

Old Business

Chairman Hagensick asked for a motion to approve the minutes from the January 20, 2016 meeting. Commissioner Osga seconded the motion. All commissioners present voted to approve the minutes.

New Business – Roosevelt Middle School Sub-Area Traffic Planning Study Update

The Village's Traffic consultant, Gewalt Hamilton Associates provided an update regarding information found while conducting the updated study in 2016.

New Business – Extend the temporary parking time to 60 minutes on Lathrop Avenue. Request for entire drop off zone at Roosevelt Middle School be shifted 30 feet South. In addition change of confusing signage South of Oak Street and Jackson Avenue.

Bill Grieve of Gewalt Hamilton Associates, thinks that based on input from the library and their observations, extending the parking time to a 60-minute limit should be considered on Lathrop Avenue. As many library patrons need more than a 30-minute limit.

Mr. Grieve also found people are crossing and moving the cones that block Oak Street between Jackson Avenue and Lathrop Avenue. Thinks it would be a good idea to get a taller cone or barricade which would be more difficult to move and cross.

Anthony Cozzi, director of Finance and Facilities for River Forest School District 90 states the administration wrote a letter to Village Administrator Eric Palm back on May 10, 2016. They noticed the on-street parking spaces for the library and school staff, at the south end of the 600 block of Jackson Avenue, go almost unused. While the spots at the north end of the 700 block of Jackson Avenue are on high demand. They request the entire drop off zone be shifted 30 feet to the south. In addition there is some confusing signage at the south end near Oak Street and Jackson Avenue. Other than that they appreciate the changes that were made since they have been extremely successful.

Sue Quinn from the River Forest library seconds Anthony Cozzi's recommendations. Points out the library has different hours than the school. Employees starting at noon end up parking on the 600 block of Jackson Avenue. When they get out at 9:15 p.m. these young female employees need to walk alone at night to their cars. Mrs. Quinn thinks a few more parking spaces on the 700 block would make sense.

Commissioner Osga believes extending the drop off zone at Jackson is a safety concern. Cannot grasp how far south it can be extended, as the zone already goes to Oak Street.

Mr. Cozzi states he is proposing shifting the entire zone south - shifting the parking for employees from the far north end of the 600 block to the far north end of the 700 block.

Commissioner Gillis clarifies they are trying to make it safer for the kids, but they are asking to shorten the safety area where the parents pick up their children. There is two thirds available for parking on Jackson Avenue, and two thirds reserved for employee parking. If they make it longer, that will shorten the pickup and drop off zone for the students.

Commissioner Valenti adds doing that would require moving the drop off zone further away from the school doors, which he has a problem with.

Commissioner Osga adds we have a safety issue vs a convenience issue. It was mentioned that the late night library employees are walking at the most one full block to their cars. Doubts they carry large bundles of books or periodicals. From his perspective extending the safety zone to the fire hydrant makes sense. We have permitted parking on the South that goes unused, we have done our job in creating enough space. We do not have the luxury of creating parking right next to the door of where people work. Does not see the unreasonableness in an employee walking half a block vs the safety of shortening the drop off zone for that point alone.

Commissioner Rees states that he has little sympathy, when the numbers show there are unused staff parking spaces South of Jackson Avenue. There are spots also on Oak Street right next to the school. Seems that the school needs to tell teachers to use those spaces. If they arrive late and need to park an extra half a block, they need to walk an extra half a block.

Commissioner Gillis explains that they try to set this up for the safety of the kids. Asking to make the safety area shorter, makes no sense what so ever.

Commissioner Osga thinks it's a premature decision because we have yet to open up the new East and North lot at the school that are under construction. Rather than making a decision they might not need to make anyway, we should wait and see after construction is terminated. Their concern here is traffic and safety not convenience.

Commissioner Rees states one of the issues raised by the school is confusing signage. He can see how a revision can be made to make it clearer.

Mr. Cozzi explains one has 7:30 a.m. and the other has 8 a.m., not sure what happens between 7:30 a.m. and 8:00 a.m.

Commissioner Valenti sees how it might be puzzling due to the signs having different times, the Do Not Enter sign having a different time and the cones going up at a different time. It might make sense to have the cones up when the street is supposed to be closed, to have more consistency.

Commissioner Valenti makes a motion to switch the 30-minute parking in front of the library on Lathrop Avenue to 60-minute parking. Motion seconded by Commissioner Osga. The vote was unanimous in favor of approving the request. **The motion to approve the request passed.**

Commissioner Valenti makes a motion to extend the drop off zone on the 700 block of Jackson Ave past the fire hydrant. Resulting in lengthening the drop off zone. Commissioner Gillis seconds the motion. The vote was unanimous in favor of approving the request.

The motion to approve the request passed.

Commissioner Valenti makes a motion to change the Do Not Enter signs on Oak Avenue and Jackson Avenue to 8 a.m. to 4 p.m. Commissioner Rees seconds the motion. The vote was unanimous in favor of approving the request. **The motion to approve the request passed.**

Commissioner Rees makes a motion to install barricades at Oak Street to help protect that area. Commissioner Gillis seconds the motion. The vote was unanimous in favor of approving the request. **The motion to approve the request passed.**

Commissioner Gillis points out some observations from Gewalt Hamilton's study. One south bound car actually honked as children crossed the street. Finds this appalling, there are many impatient drivers. Drivers are on their cell phones. Ice cream truck is going through the barricades. A kid on his bike almost got hit by a car. Stop signs are being ignored, drivers and pedestrians are not paying attention. Recommendation from the observer is to have more law enforcement handing out tickets. Thinks this is something to talk to Police Chief Greg Weiss about, to start enforcing this.

Commissioner Gillis addresses Jeff Loster, Village Engineer with a concern he has about the park on Chicago Avenue and Jackson Avenue. Wonders if we can get a more permanent Stop for pedestrians at the cross walk. Point out there is a lot of traffic along Chicago Avenue. Jeff Loster replies it is something we can do just asks they request a motion to install more permanent cross walks.

Commissioner Gillis made the motion to look at a permanent cross walk solution for the North East corner of Chicago Avenue and Jackson Avenue. Commissioner Osga seconded the motion. The vote was unanimous in favor of approving the request. The motion to approve the request passed.

A motion was made and seconded to adjourn the meeting at 8:53 P.M. All commissioners voted in favor of the motion. Motion passed.

Respectfully Submitted:

Signature Line

Jeff Loster, Secretary

Signature Line

Doug Rees, Chairman

Traffic & Safety Commission

Date: -----



VILLAGE OF RIVER FOREST TRAFFIC AND SAFETY COMMISSION MEETING MINUTES

Wednesday, July 20, 2016 – 7:30 PM

A regular meeting of the River Forest Traffic and Safety Commission was held on Wednesday, July 20, 2016 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 Hagensick, Commissioner Valenti, Commissioner Gillis, Commissioner Osga, Commissioner Jayaraman, and Commissioner Wade.

New Business – Request All-way Stop signs at the intersection of Jackson Avenue and Augusta Avenue.

Joe Shaker from 1045 Franklin Avenue is advocating for a change on Jackson Avenue and Augusta Avenue. To date there have been six major collisions in that intersection. It's an accident magnet for motorists who do not obey traffic signs. Cars going North to South on Jackson Avenue are confused as to who has the right of way. On numerous occasions while driving down Augusta Avenue he has been beeped at because he didn't stop. They are mistaking the pedestrian cross walk sign for a Stop sign. The "Cross Traffic Does Not Stop" sign does not work in this intersection. Mr. Shaker presents police reports from an accident that occurred on April 15th. The car was going South on Jackson Avenue, it did not yield because it thought the cars on Augusta Avenue had a Stop sign. This car jumped the median and ended up on the sidewalk on the South East corner. Mr. Shaker suggests we either remove the crossing signs on Augusta Avenue or make the Augusta/Jackson Avenue intersection a 4-way stop.

Heidi Kieselstein lives at 1001 Jackson; she says that when she moved in twelve years ago there was a serious accident on the corner of Jackson Avenue. At that time she went through the process of advocating for a 4-way Stop. The outcome was that one could not be installed since there is a 4-way at Lathrop Avenue and another on Monroe Avenue. They felt if there was a 4-way in every corner people would start rolling through the Stop signs. Mrs. Kieselstein thinks they have a mess of signs that is simply confusing. From living in that corner she can say it's not only the number of accidents, but the number of near accidents. Constantly hears tires screeching outside.

Nancy Fasano lives at 1009 Jackson Avenue, two days ago while walking her dog she saw a car going west slow down to caution for pedestrians at the crosswalk. Right behind this car another car actually passed it because it was going too slow. The car went right across the pedestrian crosswalk. This car did not care, maybe if a stop sign was there this might not happen.

Ross Fasano of 1009 Jackson Avenue has been noticing unbelievable traffic down Jackson Avenue ever since he retired two years ago. Another problem is all the cars parking from

Concordia University. Mr. Fasano explains how neighbors had to move back landscaping to make sure corners are cleared so everyone can see children, bikes, cars and traffic signs. These can't be seen when there is a tunnel of parked cars at the corner of Augusta Avenue at Jackson Avenue. This adds to the confusion making it hard to see the cars going East and West on Augusta Avenue.

In regards to the six reported accidents, Commissioner Valenti states although that sounds like a lot of accidents two per year does not warrant a 4-way stop sign. We received a report from Gewalt Hamilton Associates, the Village traffic consultants and the conclusion was that the accident data itself does not warrant putting a 4-way stop sign.

Mr. Fasano claims drivers at Jackson Avenue and Augusta Avenue do not see the stop sign because of the parked cars.

Commissioner Osga clarifies these cars pass the last parked car then have 30 feet to see a stop sign. It's not the parked cars preventing to see, but lack of awareness. We can try to move those signs back on Jackson Avenue, both on the North and South giving plenty of space to see the Stop sign. Moving the sign back would elevate some issues.

Commissioner Valenti recommends either taking the crosswalk sign down or moving it 30-50 feet back, so it's not mistaken for a stop sign.

Jeff Loster Village Engineer explains the "There is a Crosswalk Here" sign at the crosswalk is placed there per the MUTCD (Manual of Uniform Traffic Control Devices). The further we move it from the crosswalk the further we move it from what the MUTCD recommends.

Commissioner Osga points out that Dominican University has a parking garage and every street around is Resident Parking Only. Perhaps we should think about doing the same by Concordia University.

Jeff Loster clarifies the main consequence of having Resident Parking Only is that nannies, contractors, lawn care services, out of town guests, nobody can park there unless they are a resident. Due to this many do not want resident parking only.

Commissioner Valenti recommends removing the crosswalk sign, keeping the "Crosswalk Ahead" sign located further back and doing bolder striping on that crosswalk. In addition to a larger sign of "Cross Traffic Does Not Stop" under the Stop sign on Jackson Avenue.

Commissioner Valenti made a motion to create a No Parking Zone minimum 50 feet on both sides of Jackson Avenue, both North and South of Augusta Avenue. Commissioner Osga seconded the motion.

The vote was 5 to 0 in favor of approving the request. **The motion to approve the request passed.**

Ms. Kieselstein adds they are getting so many signs, some are not needed anymore. For example the sign in front of her home that says "Do not Block Driveway". She thinks it's unnecessary since no one has ever blocked her driveway. She believes having so many signs is just adding to the confusion. Jeff Loster explains that those signs go up per request. If it's an individual sign by her driveway that she does not want we can remove it. No need to make a motion for this - just send staff the request via email.

Commissioner Osga made a motion that the “Cross Traffic Does Not Stop” signage to be removed and replaced for one that is approximately the same size as the stop sign in white and red format.

Commissioner Valenti seconded the motion.

Commissioner Osga informs that based on his five years in law school removing a sign that points out to a pedestrian crosswalk is not something he wants to do. If something were to happen at that corner, there is liability there. We have four people here, there are a lot more people living on these block that might not agree with removing this sign. Would rather be redundant with the striping and leave the sign. The sign is there because people who studied traffic put it there. Let it do its job, make striping brighter and talk about it in a year. He is not voting to take out the sign.

Jeff Loster states that based on today’s motions it is up to the residents if they feel there is a need to add parking restrictions to these blocks. They can contact him to get it on their next agenda. Someone would need to be present to address the issue.

Ms. Kieselstein says thank you for being incredibly responsive and going over every concern they had. She believes the changes made will make a difference.

Jeff Loster goes over an issue that came up in the last meeting about the crosswalk at Chicago Avenue and Jackson Avenue. A Motion was made to install more permanent crosswalk signage. The board did not disagree with the recommendation, but did not specify what more permanent crosswalk means. Asks to recommend what type of signage they want to imply so the board can review.

Commissioner Osga agrees this corner needs something that allows people to cross. That corner is such an artery to the park, the school and the library.

Commissioner Gillis says he suggested last time the street signs mounted in the middle of the street that no one can move, they say “Stop for Pedestrians in Crosswalk”.

Commissioner Wade believes there is a need for better enforcement. Possibly have a meeting with Greg Weiss Chief of Police. Mention we heard all of these concerns, tried to fix them with signs, but they are not being fixed. Jeff Loster says every time it’s asked to have the police look at a particular matter for more enforcement they are very responsive to that. If they feel like bringing him to a meeting, he can arrange that. If they are just looking for more enforcement he can email him tomorrow to get it started.

Commissioner Osga wants to make sure we have signs on Chicago Avenue that alert people of the crosswalk, such as advanced crosswalk signs, something in pavement in the middle of the street. Commissioner Osga knows there will be arguments with stuff in the middle of the street. When it’s reviewed by the board they might bring up issues that they didn’t think of. It’s a very important corner where issues need to be addressed.

Commissioner Gillis made a motion to install double sided crossing signage with fixed mounted base, in addition to advanced crosswalk signs at the crosswalk. Commissioner Valenti seconded the motion.

The vote was 5 to 0 in favor of approving the request. **The motion to approve the request passed.**

A motion was made and seconded to adjourn the meeting at 9:17 P.M. All commissioners voted in favor of the motion. Motion passed.

Respectfully Submitted:

Signature Line

Jeff Loster, Secretary

Signature Line

Doug Rees, Chairman
Traffic & Safety Commission

Date: -----

DRAFT



VILLAGE OF RIVER FOREST TRAFFIC AND SAFETY COMMISSION MEETING MINUTES

Wednesday, September 21, 2016 – 7:30 PM

A regular meeting of the River Forest Traffic and Safety Commission was held on Wednesday, September 21, 2016 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 7:35 PM. Present at this meeting were Chairman Hagensick, Commissioner Valenti, Commissioner Rees, Commissioner Osga, Commissioner Jayaraman, and Commissioner Wade.

Public Comment

Bob Ray lives at 830 Keystone, he wants to raise a commuter/pedestrian issue. The corner of Lake Street and Keystone Avenue is a problem area. He witnesses everyday cars flying by on Lake Street as commuters are trying to cross the street. He is seeking a solution that actually causes the cars to slow down and stop for pedestrians at the crosswalk. When he looks at other Villages he sees well marked crosswalks and laws being enforced. He has talked to the police department and was told they are aware of this and occasionally write tickets for that by the school zones. Mr. Ray believes this does no good at Lake and Keystone. He asks the Village to think of ways to make River Forest more pedestrian/commuter friendly.

Commissioner Gillis shares that when he was out of town he noticed every crosswalk had these little containers with about half a dozen flags on either side. When pedestrians go to cross the street they grab a flag and shake it at the cars. When they are done with it they drop it on the other side.

Commissioner Osga questions how the crosswalk sign that lights up with a push of a button by Keystone Park got on Forest Avenue rather than on Keystone?

Jeff Loster, Village Engineer answers it was initiated by a similar request for improved signage at Keystone and Lake. Since Lake Street is IDOT jurisdiction this needed to be cleared through them. IDOT has regulations in terms of spacing from a signal intersection like Thatcher Avenue and Lake Street. This is why it had to be moved over to Forest Avenue. All ideas need to go through IDOT for approval. He feels if the village had crosswalks and signage at every single crossing, after a while no one is going to pay attention to any of it anymore.

New Business – Request consideration be given to installing a 4-way stop intersection at Monroe Avenue and Iowa Street (there is currently no signage at this intersection).

Cathriona Keane lives at 831 Monroe Avenue shares that on a daily basis she hears screeching of breaks on the intersection of Monroe Avenue and Iowa Street. She has witnessed near misses and numerous accidents. Last October, while in her backyard, she heard an enormous bang. She walked to the front and realized there had being a crash. One of the cars hopped the payment and hit a fire hydrant. The other car ended up on the lawn of the south east corner home. After the

police and ambulance arrived she spoke to Detective Ben Laird who described it as a serious crash. One of the cars was carrying a mother with her infant child. This is not a wide and open intersection due to the placement of the north east corner house and the landscaping of the north west corner home. This junction is virtually blind when approaching from three directions. Seeing an infant being pulled out of the damaged car had an impact on her. She realized something needed to be done to lessen the danger at this intersection. Mrs. Keane has arrived at the scene shortly after three accidents in the past year on this corner. In each of these accidents one or both cars had jumped the curb ending up on the sidewalk or into the lawns. She thinks of her son walking to Roosevelt School like many children do, or her younger daughter cycling around the block. Hates to think what would happen if there was a crash and a car hopped the pavement. If they would have been near the intersection when any of these accidents happened they would have been seriously hurt. While collecting signatures she was amazed at how many people had close calls or had been involved in accident at this corner. The problem traveling east to west on Iowa from Harlem to Lathrop is that there is only one stop sign at Bonnie Brae Place. People stop at Bonnie Brae then think they have the right of way all the way to Lathrop. Traveling north south there is a clear path, commuters from North Avenue to Lake Street use this path instead of Lathrop or Harlem because it has less stop signs. This intersection is one block south from Concordia University and the speed people use to travel is unbelievable. She doesn't believe student are only to blame, but they have no clue who has the right of way on Monroe Avenue.

Another accident happened on August 17, 2016 involving her neighbor on Iowa and Jackson. She was at this intersection and a car came from Monroe traveling north. The car was speeding and crashed into her. She ended up on the parkway on the north east corner. The Concordia University students in the other car ended up two houses east on the lawn, knocking down a tree. The students were upset and wondered where the stop sign was. Mrs. Keane spoke to Deputy Chief Jim O'Shea and was told he would position a patrol car on that corner to slow everyone down. That was on Wednesday, on Friday she heard the screech and bang of two cars that had crashed just missing the patrol car. She believes doing nothing at this intersection is unacceptable, children and residents are at risk. Installing a 4-way stop is the correct action to take as it would reduce excessive speed.

Jane Barker lives at 7426 Iowa Street, she says cars have ended up on her yard. The day her neighbor was involved on the crash she was going to mow her lawn. She decided to have lunch with her daughter instead when she heard the crash. She could have been out in the parkway at that time. It's not just about her property getting run over, it's about the kids and people walking around. She has lived there since 2004 and has lost track of the number of accidents. Mrs. Barker knows that the consultant said it was an unobstructed intersection. Does not agree with this since the bushes on the north west corner are on two sides of this intersection. This makes it hard to see in either direction.

Edmond Harmon of the 800 block of Clinton Place witnessed the crash on August 17th while walking home from the River Forest Public Library. Was stunned to see glass everywhere and the car door completely bent. He and his friends walk by there multiple times a day. If they happened to be by when the accident occurred they could have been seriously hurt. He supports the idea of a 4-way stop being placed at Monroe and Iowa for the safety of his fellow peers and students.

Simon Keane has lived in the block since 1975; he is not one to like adding stop signs everywhere. Believes a lot of it is on the drivers, however this intersection is an exception to that

rule. The drivers need to be forced to slow down, stop and look both ways. He agrees as a long standing resident that there is a severe safety issue at this intersection.

Sue Blaine of 803 Monroe was driving around River Forest with some out of town friends. They asked her how she knows when to stop if there is no stop sign? They supposed people would just assume they can go straight though because there is no stop sign. Mrs. Blaine suspects that happens with a lot of the drivers in River Forest. She walks around a lot and notices a number of cars that just blasts through the intersection at Iowa and Monroe. Absolutely agrees that some signage is needed there. A 2-way Stop would suffice on the east west side. Given the number of accidents and cars she sees blasting, hopes something is put at that intersection.

Commissioner Valenti disagrees with the consultant's conclusion that there is no sight issue at this corner. The consultant recommends a 2-way stop at this intersection, placement on Iowa. We can try it to see if that reduces or eliminates the number of accidents.

Commissioner Osga explains they look at the consultant's report, listen to residents, combined with common sense and experience. The Village is evolving, signs are changing, there is more traffic and people are trying to acclimate to their needs and safety. He agrees with the consultant in placing a 2-way east west on Iowa. Personally would not advocate a 4-way stop.

Simon Keane questions if adding a 2-way only on Iowa would increase the cars speeding from Monroe Avenue. Personally thinks a 2-way is not the way to fix this?

Commissioner Jayaraman replies there is a whole strategy that goes into the traffic study. If we start putting 4-way stop signs all across River Forest it will affect traffic. If the 2-way stop doesn't work, we can look into the 4-way stop.

Commissioner Gillis adds that he disagrees with his fellow commissioners because he is looking at everyone here wanting a 4-way stop and only one wants a 2-way. Practically a whole neighborhood is asking for a 4-way. He votes for what's on the agenda item.

Commissioner Osga comments more is not going to make something better. In this situation if they do something it's going to make a difference. He advocates for a 2-way. We can't be babysitters for people who cannot read stop signs. They are going to see a difference with the 2-way stop, rather than suffocating that corner with a 4-way. Then later running into traffic issues.

Commissioner Wade wonders if we do a 4-way stop, then we would be back here in a month with everybody who lives at Jackson Avenue. Since everyone would be avoiding the 4-way at Iowa and Monroe.

Commissioner Osga thinks that is a very good point everyone needs to hear. You plug something up, it's going to go somewhere else. Loves the residents passion for this 4-way stop, but a 4-way stop is exceeding what is needed. This is why he is pushing for a 2-way stop rather than a 4-way stop. For the last three meetings they have been dealing with issues in this area because all the north south streets are race tracks. They are making changes and hopes they are for the better.

Commissioner Valenti adds that having seen a lot of studies over the last fifteen years there are two issues, the safety of the intersection and speeding. All studies suggest stop signs are not an effective way to reduce speed. You can see this in Elmwood Park who has stop signs in every corner, now they are adding speed bumps to reduce speed and traffic. Still thinks the 2-way stop makes the most sense.

Commissioner Gillis made the motion to have a 4-way stop at the intersection of Monroe Avenue and Iowa Street. Commissioner Valenti seconded the motion.

The vote was 4 to 1 in favor of rejecting the motion. **The motion was rejected.**

Commissioner Gillis made the motion to put a 2-way stop at the intersection of Monroe Avenue and Iowa Street east west per the consultant's recommendation. Commissioner Valenti seconded the motion.

The vote was 4 to 1 in favor of approving the motion. **The motion was passed.**

New Business: Request consideration be given to installing a 4-way stop intersection at Bonnie Brae and LeMoyne Street (it is currently a 2-way stop intersection with north/south traffic stopping on Bonnie Brae at its intersection with LeMoyne Street)

Dana Murray and her family own eight units in River Forest, seven of which are at the intersection of Bonnie Brae and LeMoyne Street. Has noticed there is a lot of traffic turning on Harlem Avenue. The worst part is east bound from Monroe Avenue to Harlem Avenue. There is no stop sign, people park on both sides of the street and cars speed up to 30-40 miles per hour. She is aware that intersection was not a 2-way stop at all up until a few years ago when one of the family who lives on Bonnie Brae and North Avenue had a very serious accident involving their daughter and nanny. That is why they petitioned for a stop sign, but it is not enough. The reason east bound traffic is so fast is because they have four to five blocks to get some speed. Harlem and North has a lot of traffic and many times they are cutting down LeMoyne. They respectfully ask to add the east west stop sign to this intersection. As much as she respects the people doing the studies, believes they have to listen to the community members who are ok with adding five minutes to their commute to have the children safe.

Jennifer Murray of 7221 LeMoyne Street talks about an incident that happened in March involving the resident at 1443 Bonnie Brae Place. While pulling out of the alley between Harlem and Bonnie Brae she was nearly t-boned by a car heading east on LeMoyne who was speeding. She brings this up because that alley houses parking for all the multifamily apartments north of LeMoyne and all the town homes for that whole block south of LeMoyne. The 2-way is there and it's not working. What really hit home for them was a car going north bound on Bonnie Brae at LeMoyne. A small child and a parent were next to a vehicle and went to step onto the street. Since a car was there the person coming east bound on LeMoyne didn't see them and almost hit them. The speed is too much and thinks it's time to take this one extra step.

Commissioner Osga says they have talked about this area before. As cars are heading east on North Avenue they see that the light is turning yellow and turn on whatever street is to the right. This is why we put up a stop sign on Clinton Place a few years back.

Commissioner Valenti observation is that there has been one accident in the last five years. Does not deny there are a lot of near misses, but if you look at the data you can almost argue that it's one of the safest intersections in the Village. He was amazed at seeing the traffic counts. Would have thought there would be more traffic and more accidents at that intersection. He is not convinced that the fix they put in a few years back isn't working. You can put a 4-way stop at every intersection and there would still be accidents. There are careless drivers everywhere and we can't prevent that.

Commissioner Gillis agrees with everything, except that they do have more density due to the apartment buildings and more traffic due to North and Harlem Avenue.

Commissioner Gillis made the motion to make the intersection of Bonnie Brae Place and LeMoyne Street a 4-way stop, motion seconded by Commissioner Jayaraman.

The vote was 4 to 1 in favor of approving the motion. **The motion was passed.**

Chairman Hagensick addresses the Commission to announce that he is submitting his resignation as Chairman of the Traffic and Safety Committee.

A motion was made and seconded to adjourn the meeting at 9:13 P.M. All commissioners voted in favor of the motion. Motion passed.

Respectfully Submitted:

Signature Line

Jeff Loster, Secretary

Signature Line

Doug Rees, Chairman
Traffic & Safety Commission

Date: -----

DRAFT

Jeff Loster

From: Nancy Fasano [REDACTED]
Sent: Tuesday, December 13, 2016 6:24 PM
To: Jeff Loster
Subject: Parking on Jackson
Attachments: Jackson Avenue_20161213_0001.pdf

The residents of 1000 block of Jackson request Resident Only Parking M-F 8AM-4PM except Holidays.
Thank you,
Nancy Fasano

Traffic and Safety Commission - Petition of Support

Requested Action(s): SEEK RESIDENT PARKING ONLY SIGNS ON 1000 BLOCK OF JACKSON
MONDAY - FRIDAY 8AM - 4 PM

Name	Address	Date	Signature
KEANEY	1015 Jackson Ave	11/17/16	Eugene Keaney
CHARBEL	1020 Jackson Ave	11/17/16	Charbel
BASIL	1030 Jackson Ave	11/17/16	Collette Basil
DEOG RACIAS	1045 JACKSON AVE	11/17/16	Deog Racias
Cappelli	1040 Jackson Ave	11/17/16	Manuel Cappelli
WELDON-LINNE	1014 Jackson Ave	11/17/16	Weldon Linne
Kieselstein	1001 Jackson Ave	11/17/16	Herb Kieselstein
RATTAN	1019 JACKSON AVE.	11/17/16	J. Rattan
Brennan	1031 Jackson Ave	11/17/16	Judy Brennan
DUNBAR	1035 JACKSON AVE	11/17/16	Ronnie Dunbar
STEELE	1025 JACKSON AVE	11/17/16	Steele

*Please note that by adding your information to the above petition, you are indicating your support of the requested action(s)

DIVISION ST

THOMAS ST

AUGUSTA ST

LATHROP AVE

JACKSON AVE

MONROE AVE

