

Village of La Grange Park  
Traffic, Safety & Engineering Committee  
**Minutes**  
June 13, 2012

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A meeting of the La Grange Park Traffic, Safety & Engineering Committee was scheduled for 7:00 p.m. on June 13, 2012, in the Board Room of the La Grange Park Village Hall. Committee Chairman, Paul Graham called the meeting to order at 7:07 p.m.

Members in attendance were:

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|---------------------|--------------|
| Committee Chairman: | Paul Graham  |
| Committee Member:   | James Seguin |
| Committee Member:   | Eric Johnson |
| Committee Member:   | Brian Lisek  |

Also in attendance:

|                            |                    |
|----------------------------|--------------------|
| Police Chief:              | Dan McCollum       |
| Village Engineer:          | Paul Flood         |
| Village Attorney:          | Cathleen Keating   |
| Director of Public Works:  | Brendan McLaughlin |
| Assistant Village Manager: | Emily Rodman       |

Chairman Graham noted that the next item on the agenda as approval of the minutes from the April 11, 2012 meeting. The Committee noted that the minutes needed to be revised to correct the spelling of “Manuel” to “Manual”. Mr. Lisek motioned to approve the minutes with the stated revisions, Mr. Johnson second the motion. The motion to approve the minutes for April 11, 2012 passed unanimously by a voice vote.

Chairman Graham explained the reason for the meeting was to review the traffic counts conducted along eastbound Woodlawn, Pine, Richmond, Elmwood, and Brewster, as requested by the Committee at the April meeting.

Chairman Graham stated that the next item on the agenda was public comment. Herb Massin of 535 N. Katherine, in La Grange Park stated he had no comment regarding the number of stop signs on Woodlawn. He stated that he wanted to respond to what the Chief of Police raised at the April 11<sup>th</sup> meeting regarding a discrepancy between the KLOA study and the TESKA report (Comprehensive Plan) regarding the designation of Woodlawn as a collector street. Mr. Massin provided explanation why the streets were classified as they were in the Comprehensive Plan. He stated he believes no discrepancy exists between the two documents.

Attorney Keating noted that the next item on the agenda (item 3) was in error as the Committee considered and voted on the request for a stop sign at Woodlawn and Ashland at the April 11<sup>th</sup> meeting.

Chairman Graham then asked the Committee to review the results of the traffic count data provided by the Village's Police Department.

Chairman Graham provided an overview of the data, and distributed a handout to illustrate his analysis of the data. He noted that in the AM, Brewster has the most traffic eastbound and Woodlawn has the most westbound traffic. In the PM, Woodlawn has the most traffic east and westbound with Brewster having a significant amount westbound as well. Police Chief McCollum noted that these high counts are due to cut-through traffic – people trying to avoid trains along LaGrange Road. Chairman Graham noted that the PM westbound traffic (2,059) was much more significant than the east- and westbound traffic in the morning, which is consistent with the Chief McCollum's assertion that the traffic is primarily cut-through traffic related to people trying to avoid a train.

Mr. Flood, the Village's consulting engineer, noted that traffic warrants are based on Federal standards, which take into account volumes and peak volumes. He stated that the data collected for the five streets being discussed indicated that that none of the streets reviewed are even close to meeting the warrants. In response to a question by the Chairman, Mr. Flood further clarified that even if the traffic volumes were distributed differently among the five streets, they still wouldn't meet the warrants because the volume of traffic is just not significant enough.

Chairman Graham shared details of a discussion he had with a retired engineer, which he felt substantiated the statements made by Chief McCollum and Mr. Flood.

Mr. Seguin noted that Pine and Elmwood are short streets and that the traffic counts on the remaining three streets are all similar, which further substantiates the cut-through traffic theory. He feels that people are simply taking streets that are closest to them at the time the train arrives.

Chairman Graham noted that it's important not to "overly" control traffic, as it can create more problems. Chairman Graham then asked if the 5 days the counts were taken are representative of an average week. Mr. Flood explained that the counts occurred over a full week (Monday thru Friday) which is a significant enough period of time to ensure that the counts are valid – although there may be some seasonal discrepancy. Chairman Graham then asked about why the time periods 6-9 am and 3-6 pm were selected. Mr. Flood responded that this is because these are the peak traffic times so they exemplify the most traffic the streets will incur during the day. Chairman Graham noted that he felt the data set forth a reasonable baseline. Mr. Seguin concurred and noted that the reason for obtaining the data was to determine if there was a need to make any changes to traffic flow on the five streets, west of LaGrange Road. The Committee concurred that the data indicated that there is not need to further study traffic flows or consider any traffic restrictions.

Chief McCollum shared that in response to Mr. Soucek's concerns raised at the last meeting, the Village's Police Department has obtained permission from the LaGrange PostMaster to move the

existing mailbox on Woodlawn in front of Village Hall off the street to closer to the Village Hall building.

Mr. Lisek noted that Woodlawn extends east from LaGrange Road and runs through the Village Market, which he found odd. Mr. Flood confirmed that this is right-of-way and considered a public street. He noted that the existing street sign is difficult to see (it's blocked by a tree). Ms. Keating explained the reasoning behind why the portion of Woodlawn east of LaGrange Road was dedicated as public right-of-way.

Some Committee members stated they felt there needed to be more speed limit signs on Woodlawn, west of LaGrange Road. Mr. Flood explained where the existing speed limit signs are located and noted that they have been installed at the appropriate height. Chairman Graham raised a concern about several stop signs in the Village being too low and hard to see. Mr. McLaughlin, the Director of Public Works, said the Department would look into this to confirm they meet the current standards.

Chairman Graham asked if there was any further business. Being none, he asked for a motion to adjourn. Mr. Johnson motioned to adjourn which was seconded by Mr. Sequin. The meeting was adjourned at 7:35 p.m.

Respectfully submitted,

Emily Rodman  
Assistant Village Manager