

## Exhibit 6.1



**K-Plus Engineering, Ltd.**

Naperville • Chicago • Charleston

### **Meeting Minutes:**

RE: Village Wide Traffic Study  
Presentation to Subdivisions along study area

Date: 10/19/06

Location: Long Grove Village Hall, 7:00 pm

Attending: Residents of Bridgewater Farms, Country Club Meadows, and Country Club Estates  
Village Manager David Lothspeich  
Village Superintendent Robert Block  
Village Engineer Joe Chiczewski  
Brian Witkowski, K-Plus Engineering, Ltd.

The meeting starts off with Joe Chiczewski giving a presentation about different types of traffic calming and evaluating the data K-Plus collected during their traffic study. General topics covered are:

- Cut-through traffic has been studied previously and therefore we did not complete a origin-destination study, in order to avoid duplicating
- We did study traffic volumes and traffic speeds
- Results showed that traffic volumes are not a problem but that traffic speed is, with 12 vehicles registering a speed over 55MPH on Schaeffer and 4 vehicles traveling over 55MPH on Country Club Drive.
- In order to help this situation we have researched various forms of traffic calming shown on the exhibits.
- Traffic calming solutions emphasized were entrance median, traffic circle, speed hump/speed table, but also emphasized that we are looking for feedback from the community on what solutions would work the best.

### **Question and Answer**

- What locations would we be looking at placing a traffic circle?, mentioned a few areas where a four way or three way intersection could handle a traffic circle like at (Schaeffer and either Sumter or Antietam, possibly Popp Ln, and Country Club Drive)
- Wanted to make a note that the stop signs at Antietam and Manassas are mostly being ignored. Joe emphasizes that these are some examples of why it is important to not only install traffic calming measure on the road but that the purpose is to change

## Exhibit 6.2

the feel of the road, in order to make the drivers feel like this is a residential area instead of a wide open straight road.

- Will there be a different texture for the raised areas of pavement? This is a possibility, with either painting the raised areas, or possibly making a textured surface like a brick pattern. This is important also because speed tables can be dangerous if drivers are unaware of them. So the colored textured surface acts as a visual reminder to slow down as much as the physical change in the roadway.
- Resident wants to emphasize that drivers ignore the stop signs along Schaeffer at both Antietam and Manassas.
- Resident wants to bring up that the intersection of Schaeffer and Antietam has a blind spot when drivers are attempting to make a right turn onto Schaeffer due to bushes and trees obstructing views. Joe emphasizes that actually reducing sight lines is a form of traffic calming, as cars that have reduced vision drive more carefully.
- Resident brings up an issue about possibly following the example of Long Grove rd, where the residents have an aggressive traffic control policy. It is good to have a good example of successful traffic calming, but some not all traffic calming options will work in every situation.
- Resident would like to emphasize that Sumner and Schaeffer also has blind spots.
- Resident would like to make the point that if the community could change their own attitude that the speeds in the area would be greatly affected. He notices a lot of cars speeding while he is walking the local roads, and the majority of the people driving those cars are the people who live in the area.
- Resident who also walks in the area related instance where he was almost hit by a car ignoring a stop sign and making a turn into one of the local subdivisions. K-Plus notes that there seems to be a large amount of walkers in these subdivisions, with limited areas for them to walk. This is an issue that could be addressed by traffic calming.
- Resident would like to make a note that he strongly favors the permanently installed radar monitoring device, which would issue tickets to motorists, and feels that even though this may be rather expensive it would pay for itself in a short amount of time. Joe notes that this type of device would not only be expensive to install but it would also require software to issue tickets and coordination with Lake County
- Resident would like to point out that many people have mentioned difficulties walking around the subdivision, and would like to see some walking paths installed.
- Request to know what was installed at Briar Crest, and general consensus was that they installed a speed bump.
- Resident requested to know what kind of sign would be used as the monument sign, and where it would be located, due to the difficulty making a left turn off IL-53 onto Schaeffer. Sometimes it requires a quick turn and a large monument sign could cause accidents. It is still not know at this point but the monument and median could still be effective if it is located off route 53.
- Would there have to be a property take in order to install traffic circles? No because they are traffic circles and not round a bouts, they do not require as much property to install.



## Exhibit 6.3

- Resident concerned over who will be paying for the traffic calming measures. Joe states that the Village will be paying for the improvements but that sometimes these improvements can be paid for with Special Assessments.
- Resident would like to suggest that something be done at Country Club and Popp and something should be done on the small straight aways on Tanager and Country Club. Joe states that we have still not decided where the traffic calming measures would be installed.
- Resident would like to note that Schaeffer is not a private residential road with many entrances and that traffic calming would be a waste of money to attempt to monitor speeding, but that the intersection with Route 53 should be improved. She would like to see a traffic signal at Schaeffer and Route 53. Joe states that we have evaluated a traffic signal at that intersection and it doesn't warrant a signal, and that even if it did, IDOT would have to be involved since 53 is a state route. And currently IDOT has a large number of intersections that warrant a signal but have not been installed due to funding issues.
- Resident would like to note that he and his wife purposely drove down Schaeffer on their way to the meeting and although there may not be a lot of driveways that are off of Schaeffer there are a lot of properties that boarder the road. And Kids would be playing in the yards of the people who boarder this road. Therefore speed should be a safety concern.
- Resident states that the previous cut-off has helped with the speeds but that people do still speed down the road and they go fast enough that she can hear the vehicles from her property.
- Question regarding the ability of Buses to navigate a traffic circle. Joe reassures that when designing a traffic circle that is one of the things that is considered, and there is usually some decorative pavement around the outside of the circle that normal vehicles will avoid driving on due to the decorations, while a bus or larger vehicle will take advantage of the extra pavement.
- Resident from Country Club Estates would like to make a note that she misunderstood the purpose of this meeting and therefore did not inform her entire neighborhood about this meeting. She would like to note that Country Club Estates may not have been accurately represented at this meeting.

