VILLAGE OF RIVER FOREST
TRAFFIC AND SAFETY COMMISSION MEETING

Wednesday, November 18, 2026 – 7:00 PM

AGENDA

Physical attendance at this public meeting is limited to 50 individuals, with Committee members, staff and consultants having priority over members of the public. Public comments will be shared with the Committee. You may submit written public comments via email in advance of the meeting to: Jbielak@vrf.us. You may listen to the meeting by participating in a Zoom conference call as follows: dial-in number: 312-626-6799 with meeting ID: 856 8402 5474 or by clicking here: https://us02web.zoom.us/j/85684025474.

1. Call to Order/Roll Call
2. Adoption of minutes from the Traffic and Safety Commission held on September 16, 2026.
3. Public Comment
4. Continuation of Discussion/Review of Crossing Guards.
5. Adjournment

VILLAGE OF RIVER FOREST
TRAFFIC AND SAFETY COMMISSION
MEETING MINUTES

Wednesday, September 16, 2026

A regular meeting of the River Forest Traffic and Safety Commission was held on Wednesday, September 16, 2026, at 7:00 p.m.

ROLL CALL AND CALL TO ORDER

The meeting was called to order. Present at this meeting were Chairman Rees, Commissioner Chase, Commissioner Gillis, Commissioner Jayaraman, Commissioner Karrow & Commissioner Osga.

Chairman Rees asks if there are any comments on the minutes from March 18, 2026.

Chairman Rees requests a MOTION to approve the Minutes. A motion was made by Commissioner Gillis and seconded by Commissioner Chase.

All Commissioners voted yes. Motion passed.

PUBLIC COMMENT

Chairman Rees asked whether the two people present wished to make Public Comment now or if the comment was in regards to the agenda item for Crossing Guards. Both people said they wished to speak with regards to Crossing Guards.

DISCUSSION / REVIEW OF CROSSING GUARDS

Chairman Rees asked members of the public to speak.

Greg Embree presented regarding adding a crossing guard in the morning at Franklin and Central from 7:50 am to 8:20 am. He provided a petition signed by other parents and provided background information on why he was making the request.

The commission discussed how it arrived to the existing crossing guard locations along with discussion the intersection itself. Commissioner Osga mentioned that the Northeast corner often became a difficult one to see around because cars were parked all the way to the stop sign. Director Bielak mentioned he would verify the exact distance but that by state law there is a certain distance cars need to be parked away from a stop sign. Additionally, there was an extended discussion by the commission on how going eastbound on Central and westbound on Hawthorne was difficult because of the viaduct and the commission discussed ways to add more safety to the intersection.

DRAFT

Chairman Rees requests a MOTION to approve adding caution signage to the eastbound approach on Central and Franklin and the Westbound approach at Hawthorne and Franklin. Along with adding a "No Parking Here to Corner" based on what the existing law is. A motion was made by Commissioner Osga and seconded by Commissioner Chase.

All Commissioners voted yes. Motion passed.

Chairman Rees asked whether this would now go to the board. Director Bielak explained that as these are cautionary signage and not changing ordinances this would be able to be completed by staff.

Mr. Embree explained that he thought it was important to have the crossing guard at Central and Franklin. The Commission had additional discussion regarding potentially moving a crossing guard from a different location to see if there was any substantive change noticed.

Chairman Rees requested whether someone wanted to make a motion to add a crossing guard at Central and Franklin on mornings and Central and Hawthornes in the afternoon. A motion was made by Commissioner Gillis and seconded by Commissioner Karrow.

Additional discussion was had by the commission regarding the use and allocation of crossing guard resources.

Commissioners Gillis and Karrow voted yes. Commissioners Rees, Chase, Jayaraman, and Osga voted no. Motion failed.

Chairman Rees explained that they would collect more information and that this would be discussed at the next Traffic and Safety Commission Meeting.

The Commission requested the traffic counters be set up at Central and Franklin, accident history be provided for the intersection along with ticket history if possible.

Jayne Gould presented regarding adding an additional crossing guard at the intersection of Lathrop and Chicago. Ms. Gould explained that she is the crossing guard at the intersection and that having one crossing guard is not safe. There was an extended discussion between Ms. Gould and the commission to understand what she is seeing and what measures could be taken to make improvements to the crossing. Questions were asked by the commission about the locations of other crossing guards, particularly Oak and Lathrop where two crossing guards are used and Lake and Lathrop where one crossing guard is used at a signalized intersection.

Ms. Gould explained that there was also some adjustments that could be made regarding the hours as she believes that there are already children crossing before her shift begins and no one really crossing towards the end. Director Bielak mentioned he would inquire with the police department on what the hours are and any potential adjustments that could be made. Commissioners made reference to band and coir as reasons children would be arriving early.

Chairman Rees requests a MOTION to add an additional crossing guard at Lathrop and Chicago. No motion was made and the item was not voted on.

DRAFT

Chairman Rees explained that staff would do more research on the intersection particularly accident history, how a crossing should be used at a signalized intersection and whether other communities do use multiple crossing guards at signalized intersections. This would then be discussed at the next Traffic & Safety Commission meeting.

COMMISSION COMMENTS

Chairman Rees asks Director Bielak to give run down regarding current projects.

Director Bielak provides updates on traffic related items and overview of current projects.

Chairman Rees asks if anyone has any other comments and makes motion to adjourn.

A motion was made by Commissioner Chase and seconded by Commissioner Osga to adjourn the meeting. All Commissioners voted for the motion. Motion passed.

DRAFT

Respectfully Submitted:

_____ Date: _____
Jack Bielak, Director of Public Works
& Engineering

_____ Date: _____
Doug Rees, Chairman
Traffic & Safety Commission

MEMORANDUM

DATE: November 18, 2026

TO: Traffic and Safety Commission

FROM: Jack Bielak, Director of Public Works & Engineering

SUBJECT: Crossing Guard Locations - Update and Additional Information

---

This memorandum provides an update to the staff memorandum dated September 16, 2026, regarding crossing guard locations, and transmits additional information for the Commission's review: (1) a Department memorandum from the Police Department presenting a ten-year crash history analysis (September 22, 2016 – September 22, 2026) for the intersections of Chicago Avenue & Lathrop Avenue, Oak Avenue & Ashland Avenue, and Central Avenue & Franklin Avenue; and recent speed and volume traffic counts collected by the Engineering and Public Works Department at five locations in the vicinity of the study intersections.

Background: September 16, 2026 Memorandum:
As previously reported, the Village received several inquiries requesting additional crossing guards at select locations throughout River Forest. The Village, in collaboration with District 90, deploys crossing guards at designated intersections to support student safety during morning arrival and afternoon dismissal. In 2019, the Village and District 90 engaged Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) to develop Safe Walking Routes to the six public and parochial primary schools and the River Forest Community Center.

KLOA identified three locations where crossing guards could potentially be removed if alternative safety measures were implemented, it also stated they could be placed back if found necessary:

- Oak Avenue at Ashland Avenue (no recommended walking route crosses here)
- Division Street / Lathrop Avenue (with relocation to Division Street / Ashland Avenue)
- Roosevelt Middle School access driveways off Lathrop Avenue

The Village currently deploys 13 crossing guards, employed through a third-party contract and reimbursed by District 90 through an Intergovernmental Agreement. The annual cost per location is approximately **$12,260.61** at the following locations:

Park/Oak	Ashland/Division
Franklin/Division	Jackson/Chicago
Park/Lake	Lake/Lathrop
Franklin/Lake	Franklin/Oak
Ashland/Lake	Lathrop/Oak #1
Chicago/Lathrop	Lathrop/Oak #2
Jackson/Oak	

			District 90	Village	Total
Minimum Threshold			35,650.00	-	35,650.00
Add'l Crossing Guards/Field Supervisors	820 hours	$25.15 & $25.91/hr	21,109.40	-	21,109.40
50% Cost Sharing			51,314.27	51,314.26	102,628.53
Reimbursements Crossing Guards			108,073.67	51,314.26	**159,387.93**

A Safe Routes to School update is scheduled in the Capital Improvement Plan for FY 2030, and staff continues to pursue grant funding to complete the study earlier than scheduled.

Police Department Crash Analysis:
The attached memorandum from the Police department provides a comprehensive review of crashes occurring over a ten-year period (September 22, 2016 – September 22, 2026) at three intersections: Chicago & Lathrop, Oak & Ashland, and Central & Franklin. It is important to note that the period from September 2019 through September 2026 is considered post study and is data that occurred once new traffic control devices were installed. Findings include:

- **Chicago & Lathrop — 18 post-study crashes, with 27 total reported crashes:** The 18 post-study crashes were consistently minor in nature, with no reported major injuries. Crashes involved low-speed events including rear-end collisions at red lights, minor sideswipes during turning movements, hit-and-run property-damage-only cases, and low-speed bicycle or pedestrian contact with minor or no injuries. In nearly every case, involved parties either refused medical attention or had no injury at all. **2 crashes occurred during the school year during crossing guard hours (7–9 am and 2–4 pm).**
- **Oak & Ashland — 4 post-study crashes, with 7 total reported crashes:** All 4 post-study incidents were minor, with no reported injuries to drivers, passengers, bicyclists, or pedestrians. Crashes primarily involved low-speed movements such as stop sign violations, sliding on slick pavement, and minor sideswipe or contact events. One 2021 incident involved a vehicle striking two juveniles on bicycles after initially stopping, then leaving the scene; no injuries were reported. **1 crash occurred during the school year during crossing guard hours (7–9 am and 2–4 pm).**
- **Central & Franklin — 2 post-study crashes, with 5 total reported crashes:** The post-study crashes show a pattern of low-speed conflicts involving vulnerable road users. Three of the five incidents involved a bicyclist or pedestrian, and in each case, drivers reported not seeing the person until impact, suggesting visibility limitations or driver inattention. Stop-sign compliance appears to be an issue north and southbound, and one 2024 incident resulted in a pedestrian being struck in the westbound crosswalk and transported with injuries. **1 crash occurred during the school year during crossing guard hours (7–9 am and 2–4 pm).**

The Police Department's recommendations include continued monitoring of crash activity at all three intersections, enhanced driver awareness and compliance efforts (particularly at stop-controlled locations), a field review of signage, pavement markings, and sight-line obstructions, and expanded educational outreach promoting bicyclist and pedestrian safety. The Commission should note an important contextual factor when weighing both the crash data and the traffic counts: in 2019, the

Village implemented new traffic controls village-wide based on the Safe Routes to School study. These improvements which included additional or modified stop controls, upgraded high-visibility ladder-style crosswalk markings, and enhanced pedestrian signage, including actuated flashing beacons where stop control was not feasible were specifically designed to change how traffic behaves and to address safety at these and other intersections along student walking routes.

Additional Information: Traffic Speed and Volume Data

In support of this review, Public Works and Engineering collected speed and volume counts at five street segments in the vicinity of the study intersections between September 24 and November 3, 2026. All counts were taken on streets with a 25 mph speed limit. The table below summarizes the counts at each location:

Location	Count Period	Total Vehicles	AADT	85th Percentile Speed	Avg. Speed
Ashland Ave (Northbound near Oak	9/24/26– 10/1/26	1,123	156	29 mph	24.52 mph
Ashland Ave (both directions near Oak	9/24/26– 10/1/26	4,544	634	28 mph	23.75 mph
Franklin Ave, Northbound near Oak	10/19/26– 10/26/26	1,032	148	22 mph	19.62 mph
Franklin Ave, both directions near Oak	10/19/26– 10/26/26	4,667	666	25 mph	21.24 mph
Oak Ave, between Franklin & Ashland Both Directions	10/2/26– 10/9/26	7,454	1,058	27 mph	22.73 mph
Oak Ave, between Park & Franklin	10/12/26–10/19/26	5,568	805	27 mph	23.14 mph
Central Ave, near Franklin Eastbound only	10/28/26–11/3/26	4,108	648	34 mph	26.83 mph
Central Ave, near Franklin both directions	10/28/26–11/3/26	7,177	1,133	33 mph	25.47 mph

Key observations from the traffic data:

- **Central Avenue near Franklin** shows the most concerning speed profile: an 85th percentile speed of 33 mph (8 mph over the limit), an average speed above the posted limit, a maximum observed speed of 65 mph, and roughly 36–47% of drivers exceeding the speed limit on weekdays.

- **Ashland Avenue** recorded an 85th percentile speed of 28 mph and a maximum speed of 52 mph, with 26–36% of drivers over the limit on weekdays and the highest over-limit percentages occurring on weekends (45.6% Saturday, 46.9% Sunday).

- **Oak Avenue** (both segments) carried the highest weekday commuter volumes, with AM peaks at 8:00 AM and PM peaks at 3:00 PM — coinciding with school arrival and dismissal times and 85th percentile speeds of 27 mph.

- **Franklin Avenue between Oak and Lake** shows the most favorable profile, with an 85th percentile speed at the 25 mph limit, average speeds of about 21 mph, and only 9–13% of drivers over the limit.

Vehicle classification at all five locations was overwhelmingly passenger vehicles (96.6–98%), with trucks comprising 1.7–3.3% of traffic.

Additional Information: Crossing Guards at Signalized Intersections
As part of this review, staff offers the following review on the practice of assigning crossing guards and in particular multiple crossing guards at signalized intersections such as Chicago Avenue & Lathrop Avenue.

The primary function of an adult crossing guard, as defined in the Manual on Uniform Traffic Control Devices (MUTCD), Chapter 7D (Traffic Control for School Areas Crossing Supervision), is to "provide gaps in traffic" at school crossings where an engineering study has shown that adequate gaps do not otherwise exist. The Federal Highway Administration's Safe Routes to School Online Guide ("Identifying the Locations Where Adult School Crossing Guards are Needed") applies the same logic: where there is at least one safe gap per minute during crossing periods, no special traffic control and no guard is needed; where gaps are inadequate, officials should consider "an adult crossing guard or traffic signal" to create them. In other words, a traffic signal and a crossing guard are alternative means of achieving the same safety objective: creating protected, predictable opportunities for pedestrians to cross.

At a signalized intersection, that objective is already achieved by the traffic control itself. Signalization assigns right-of-way in alternating, legally enforceable phases, and pedestrian signal heads (WALK / DON'T WALK indications, per MUTCD Chapter 4E) tell students precisely when it is safe to begin crossing. Because the signal not the guard controls the traffic, a guard stationed there performs no gap-creation function and cannot lawfully direct traffic in the regulatory sense (MUTCD Section 7D.04 provides that adult crossing guards "shall not direct traffic in the usual law enforcement regulatory sense"). The guard's remaining role is limited to reinforcing proper crossing behavior and adding adult supervision, functions the FHWA guide notes can be addressed through pedestrian signal education and proper signal timing rather than daily guard deployment.

Two-guard assignments are intended for wide, multi-lane, uncontrolled or stop-controlled crossings where a single guard cannot safely create and hold a gap across the full roadway width.

For signalized or unsignalized crossings with four or more lanes, guidance from the National Center for Safe Routes to School. Recommend using two adult school crossing guards working in unison, with one guard positioned on each side of the street. Each guard stands on the crosswalk line closest to the approaching traffic for his or her half of the street and between the approaching traffic and the students.

Consistent with this guidance, the Village's own Safe Walking Routes framework emphasizes that students should cross at controlled locations with stop signs, traffic signals, or crossing-guard assistance treating each as an alternative form of protection. Where a location is already controlled by a traffic signal with pedestrian indications, the engineering presumption is against guard deployment, and certainly against double-guard deployment, unless a site-specific engineering study identifies a deficiency the signal cannot address (e.g., inadequate crossing time for the walking speed

of school children, per the MUTCD's pedestrian clearance timing provisions, or a documented signal-compliance problem). Staff notes that the ten-year crash history at Chicago & Lathrop shows no major injuries and no pattern of pedestrian or bicyclist strikes during protected crossing phases, providing no such deficiency.

Recommendation: If the Traffic & Safety Commission wishes to recommend changes, whether adding, removing, or modifying crossing guard locations a formal motion and vote will be required for Village Board consideration.

Attachments:

- Department Memorandum, Chief of Police: 10-Year Crash Analysis – Chicago & Lathrop, Oak & Ashland, Central & Franklin (September 22, 2016 – September 22, 2026)
- Traffic Speed and Volume Count Reports (Ashland Ave; Franklin Ave between Oak & Lake; Oak Ave between Franklin & Ashland; Oak Ave between Park & Franklin; Central Ave near Franklin), September 24 – November 3, 2026
- Staff Memorandum, September 16, 2026: Crossing Guard Locations
- Safe Walking Routes to School Plan (SWRTS)
- Crossing Guard Map

DEPARTMENT MEMORANDUM

TO: Jack Bielak, Director of Public Works

FROM: James Greenwood, Chief of Police

DATE: 9/22/2026

SUBJECT: Crash Analysis – Chicago & Lathrop, Oak & Ashland, and Central & Franklin (September 22, 2016-September 22, 2026

Executive Summary

This memorandum provides a comprehensive review of crashes occurring at the intersections of Chicago & Lathrop, Oak & Ashland, and Central & Franklin over a 10-year period (September 22, 2016–September 22, 2026). The analysis reveals recurring patterns of low-speed crashes, limited injury severity, and notable conflicts involving vulnerable roadway users, including bicyclists and pedestrians. While most incidents resulted in minor or no injuries, the patterns identified provide important insights for potential improvements in intersection safety, driver awareness, and enforcement.

Crashes at Oak & Ashland: 10-year history-9/22/2016-9/22/2026

Across all seven documented crashes at the Oak & Ashland intersection, the incidents were minor in nature, with no reported injuries to drivers, passengers, bicyclists, or pedestrians. These crashes primarily involved low-speed movements such as stop sign violations, sliding on slick pavement, and minor sideswipe or contact events. While a few cases involved hit-and-run behavior, none resulted in physical harm, indicating that the intersection's collisions, though recurring, have remained low-severity over the 10-year period.

1. Report #1700902

Date/Time: 2017-09-11 at 17:02
Location: OAK AVE/ASHLAND AVE
Unit 1 stopped at the stop sign and proceeded southbound; Unit 1's passenger side struck Unit 2, who was traveling eastbound without a stop sign.

DEPARTMENT MEMORANDUM

2. Report #1801270

Date/Time: 2018-06-20 at 16:45
Location: ASHLAND AV/OAK AV
Unit 1 traveling northbound did not see the stop sign and struck Unit 2 traveling eastbound on Oak.

3. Report #1900122

Date/Time: 2019-02-07 at 15:21
Location: OAK AV/ASHLAND AV
Unit 1 sideswiped Unit 2's mirror while parked; hit-and-run behavior reported.

4. Report #2000303

Date/Time: 2020-01-18 at 20:19
Location: OAK AVE (Ashland & Oak Intersection)
Unit 1 traveling north on Ashland attempted to stop but slid due to slick conditions; struck Unit 2 traveling eastbound on Oak, who had the right-of-way (no stop sign).

5. Report #2100715

Date/Time: 2021-07-08 at 18:39
Location: ASHLAND AVE/OAK AVE
Unit 1 struck two juveniles on bicycles in the intersection after initially stopping; then left the scene.

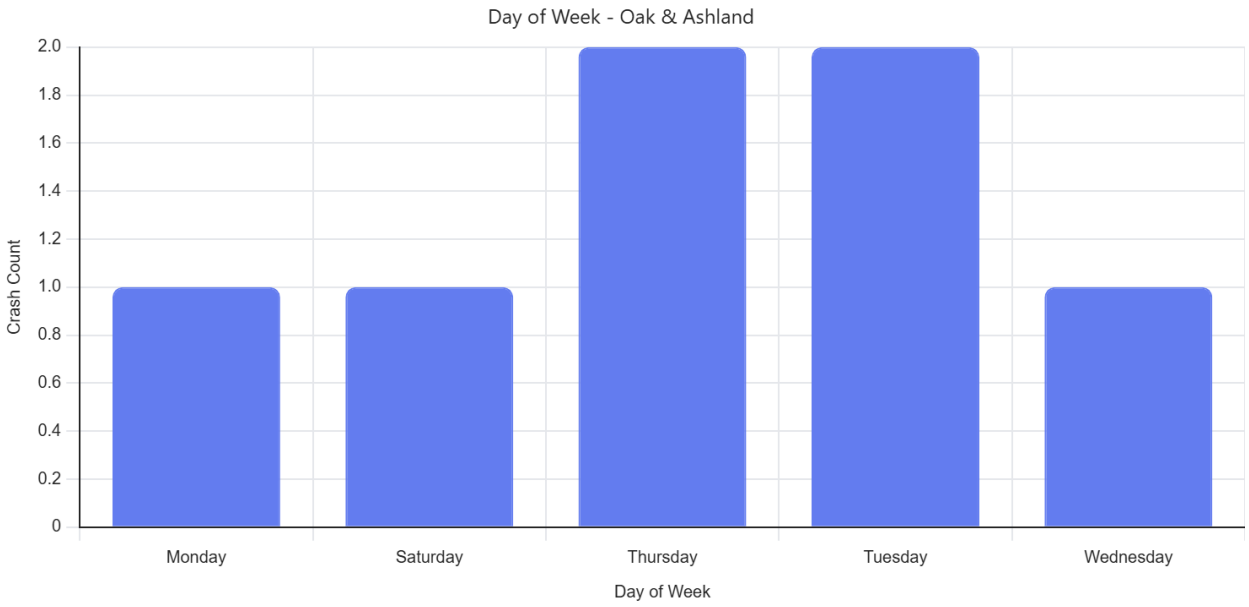
6. Report #2300402

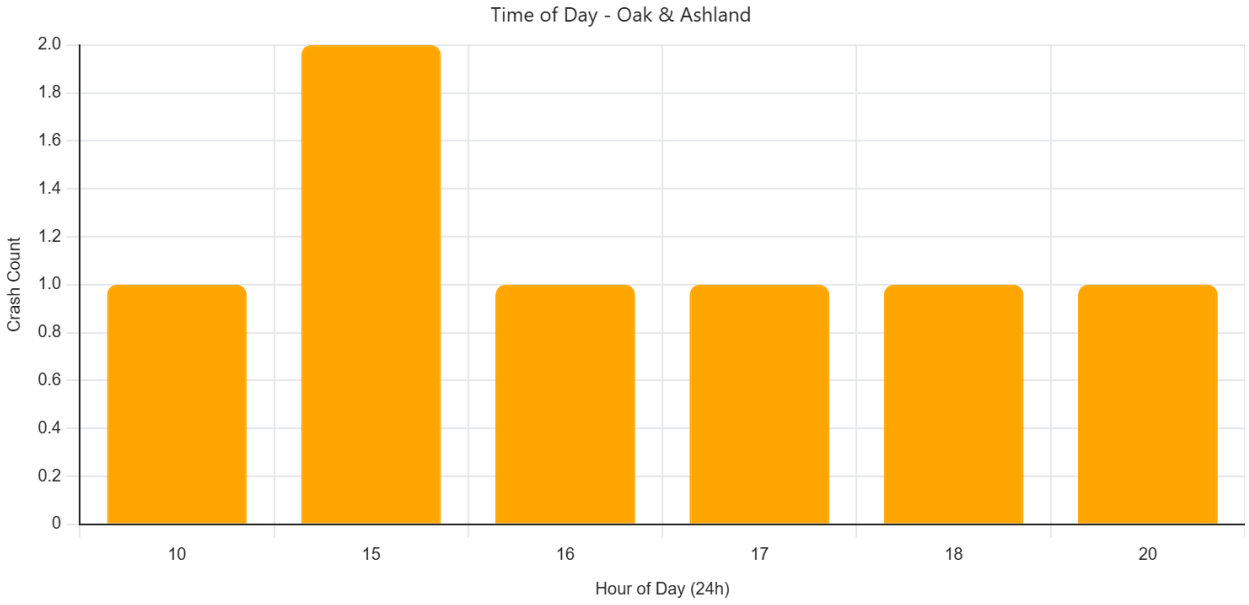
Date/Time: 2023-04-18 at 15:04
Location: OAK AVE/ASHLAND AVE
Hit-and-run: Unit 1 traveled northbound through stop sign and struck Unit 2 traveling eastbound; witness followed and photographed the offender's vehicle.

7. Report #2400147

Date/Time: 2024-02-06 at 10:30
Location: OAK AVE (Ashland & Oak Intersection)
Unit 1 northbound on Ashland attempted to stop but slid due to slick roadway; struck eastbound Unit 2 in the intersection.

DEPARTMENT MEMORANDUM





INCORPORATED 1880
RIVER FOREST
Proud Heritage
Bright Future

DEPARTMENT MEMORANDUM

Crashes at Chicago & Lathrop: 10-year history-9/22/2016-9/22/2026

A review of the crash records associated with the Chicago Ave & Lathrop Ave intersection shows that the incidents were consistently minor in nature, with no reported major injuries in the dataset. The crashes involved low-speed events such as:

- Rear-end collisions at red lights
- Minor sideswipes during turning movements
- Hit-and-run property-damage-only cases
- Low-speed bicycle or pedestrian contact with minor or no injuries
- Drivers misjudging clearance or slipping due to roadway conditions

Across all listed reports for Chicago & Lathrop, the narratives indicate no serious injuries, and in nearly every case, involved parties either refused medical attention or had no injury at all. The intersection appears to experience frequent low-severity conflicts, but no significant injury-producing crashes in the span of the dataset reviewed.

1. Report #1700565

Date/Time: 2017-04-17 at 14:09
Location: LATHROP AVE/CHICAGO AVE
Unit 1 struck Unit 2's rear bumper at a red light and left the scene; no injuries.

2. Report #1700572

Date/Time: 2017-06-06 at 06:53
Location: CHICAGO AVE/LATHROP AVE
Unit 1 sideswiped Unit 2 while turning right; no injuries.

3. Report #1700705

Date/Time: 2017-08-21 at 08:15
Location: LATHROP AVE/CHICAGO AVE
Left-turn conflict between Units 1 and 2 at yellow signal; no injuries.

4. Report #1700706

Date/Time: 2017-08-21 at 08:26
Location: CHICAGO AVE/LATHROP AVE
Unit 1 clipped parked Unit 2; no injuries.

5. Report #1701733

Date/Time: 2017-10-08 at 19:02
Location: CHICAGO AV/LATHROP AV
Unit 1 struck parked Unit 2 due to poor visibility; no injuries.

6. Report #1702041

Date/Time: 2017-10-25 at 21:20
Location: CHICAGO & LATHROP
Low-speed sideswipe; DUI arrest; no injuries.

7. Report #1800240

Date/Time: 2018-02-23 at 15:29
Location: CHICAGO AV/LATHROP AVE
Three-vehicle rear-end chain reaction; no injuries.

8. Report #1900893

Date/Time: 2019-02-12 at 08:29
Location: CHICAGO AVE/LATHROP AVE
Juvenile cyclist struck at low speed; minor scrape only.

9. Report #1901235

Date/Time: 2019-03-20 at 07:07
Location: CHICAGO AVE/LATHROP AVE
Minor right-turn contact; no injuries.

10. Report #1901413

Date/Time: 2019-10-06 at 02:19
Location: CHICAGO & LATHROP
Single-vehicle crash into tree/pole; DUI; no injuries reported.

DEPARTMENT MEMORANDUM

11. Report #1901725

Date/Time: 2019-11-08 at 10:18
Location: LATHROP AVE/CHICAGO AVE
Rear-end collision; Unit 2 transported for heart-related precaution; no major injuries.

12. Report #2000090

Date/Time: 2020-01-22 at 18:17
Location: LATHROP AVE/CHICAGO AVE
Rear-end hit-and-run; no injuries.

13. Report #2100033

Date/Time: 2021-01-03 at 03:14
Location: CHICAGO AVE/LATHROP AVE
Vehicle lost control, struck infrastructure; no injuries indicated.

14. Report #2100300

Date/Time: 2021-04-16 at 14:10
Location: CHICAGO AVE/LATHROP AVE
Parked vehicle struck; property-damage only.

15. Report #2100671

Date/Time: 2021-07-23 at 21:53
Location: CHICAGO AVE/LATHROP AVE
Minor contact; Unit 1 left scene; no injuries.

16. Report #2101036

Date/Time: 2021-09-10 at 18:18
Location: CHICAGO & LATHROP
Three-vehicle rear-end; two minor injuries transported; no major injuries.

17. Report #2200103

Date/Time: 2022-01-16 at 14:44
Location: CHICAGO AVE/LATHROP AVE
Rear-end collision as light turned green; no injuries.

DEPARTMENT MEMORANDUM

18. Report #2200400

Date/Time: 2022-03-29 at 13:07
Location: LATHROP AVE/CHICAGO AVE
Signal-related crash; both drivers reported minor pain but refused medical.

19. Report #2201177

Date/Time: 2022-10-17 at 12:50
Location: CHICAGO AVE/LATHROP AVE
Three-car rear-end at red light; no injuries.

20. Report #2201306

Date/Time: 2022-11-03 at 14:30
Location: LATHROP AVE/CHICAGO AVE
Minor rear-side contact; no injuries.

21. Report #2300764

Date/Time: 2023-06-13 at 14:56
Location: LATHROP AVE/CHICAGO AVE
Minor rear tap due to pedal slip; no injuries.

22. Report #2500108

Date/Time: 2025-02-09 at 17:07
Location: LATHROP AVE/CHICAGO AVE
Rear-end collision; no injuries.

23. Report #2500532

Date/Time: 2025-05-08 at 11:06
Location: CHICAGO AVE/LATHROP AVE
Rear-end at green light; all parties refused medical.

24. Report #2600440

Date/Time: 2026-03-10 at 08:21
Location: CHICAGO AVE/LATHROP AVE
Low-speed rear-end; no injuries.

DEPARTMENT MEMORANDUM

25. Report #2600649

Date/Time: 2026-04-12 at 10:27
Location: CHICAGO AVE/LATHROP AVE
Wet-pavement crash; Unit 2 transported with minor injuries (non-serious).

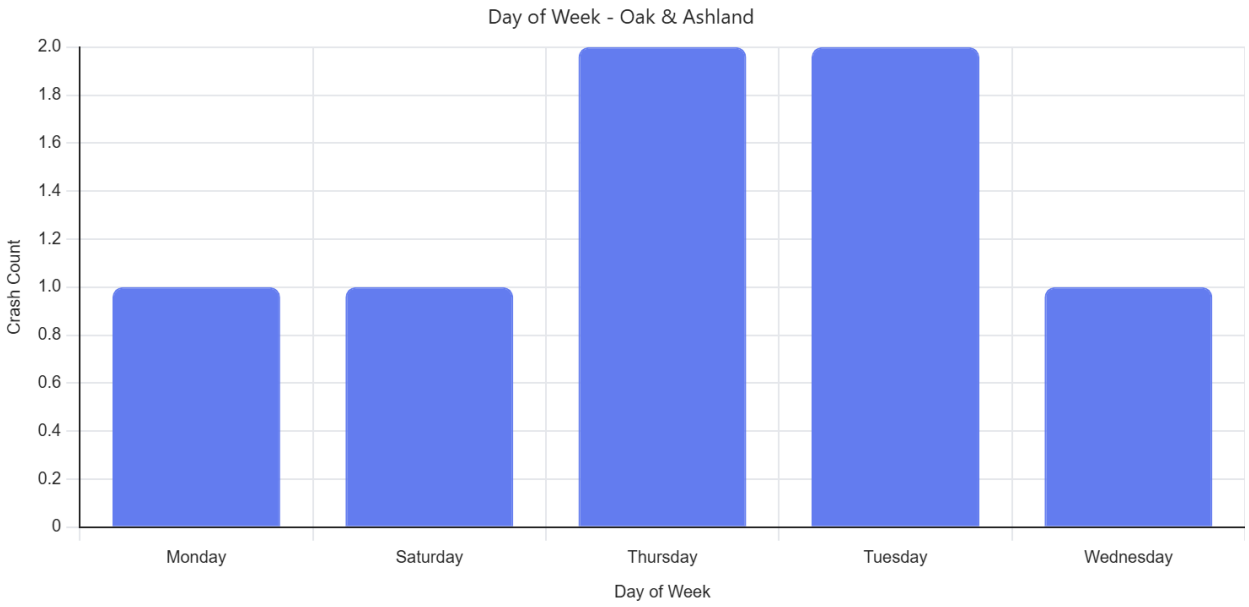
26. Report #2600734

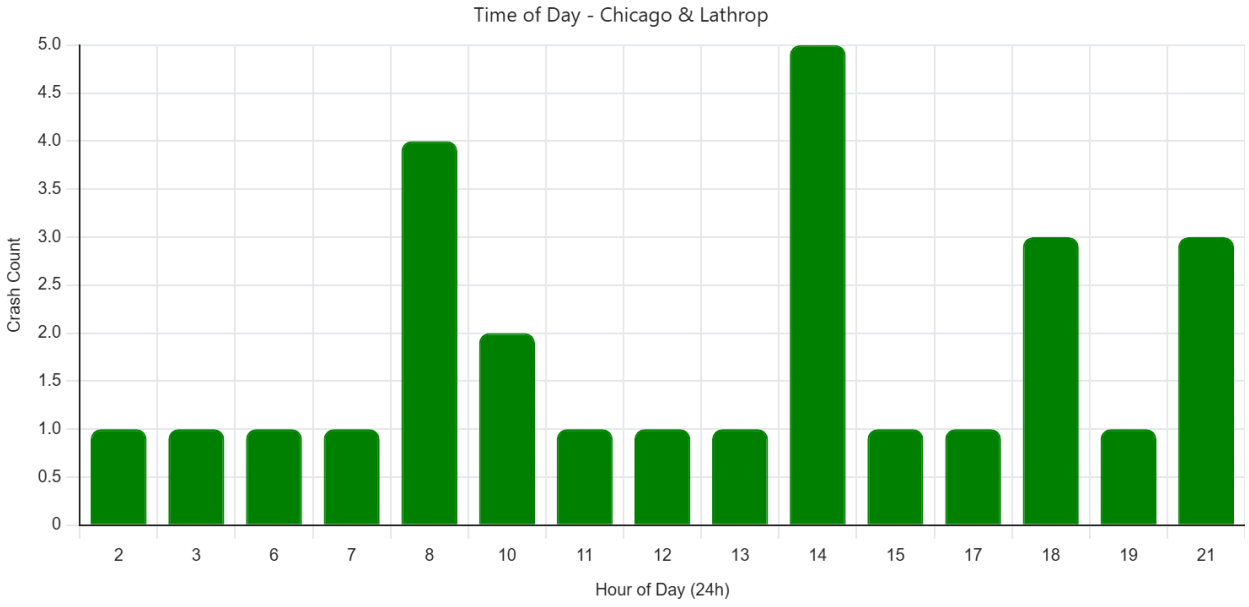
Date/Time: 2026-04-27 at 18:11
Location: CHICAGO AVE/LATHROP AVE
Cyclist ran red light and struck two vehicles; refused medical.

27. Report #2600877

Date/Time: 2026-07-04 at 21:19
Location: LATHROP AVE/CHICAGO AVE
Signal-violation crash; both drivers refused medical; no injuries.

DEPARTMENT MEMORANDUM





INCORPORATED 1880
RIVER FOREST
Proud Heritage
Bright Future

DEPARTMENT MEMORANDUM

Crashes at Central & Franklin: 10-year history-9/22/2016-9/22/2026

Crashes at Central & Franklin show a clear pattern of low-speed conflicts involving vulnerable road users. Three of the five incidents involve either a bicyclist or a pedestrian, and in each case, drivers reported not seeing the person until impact. This suggests visibility limitations or driver inattention at the intersection.

Stop-sign compliance also appears to be an issue: multiple drivers failed to stop or misjudged right-of-way, leading to collisions in or near the crosswalk. Hit-and-run behavior occurred twice, reinforcing the theme of drivers being unsure of what they struck or choosing not to remain on scene.

The remaining vehicle-to-vehicle crashes were minor and low-speed, including one involving a parked car struck by an unattended rolling van. Overall, despite limited vehicle-to-vehicle severity, the intersection shows a heightened risk for pedestrians and bicyclists, primarily due to driver awareness challenges and intersection control compliance issues.

1. Report #1601976

Date/Time: 2016-12-20 at 19:15
Location: LAKE/FRANKLIN AV (Incident continues through Franklin & Central)
A white minivan sideswiped Unit 2, continued southbound on Franklin, and then **disregarded the stop sign at Franklin & Central** before fleeing.
No injuries.

2. Report #1701300

Date/Time: 2017-03-16 at 15:59
Location: CENTRAL AVE/FRANKLIN AVE
Unit 1 (bicyclist) lost brake control and struck the trailer of Unit 2 in the intersection.
No injuries reported.

3. Report #1702005

Date/Time: 2017-11-30 at 12:05
Location: FRANKLIN at CENTRAL
Hit-and-run: Unit 1 struck the rear wheel of Unit 2 (bicyclist) in the intersection and left the scene.
Unit 2 transported later by parent.

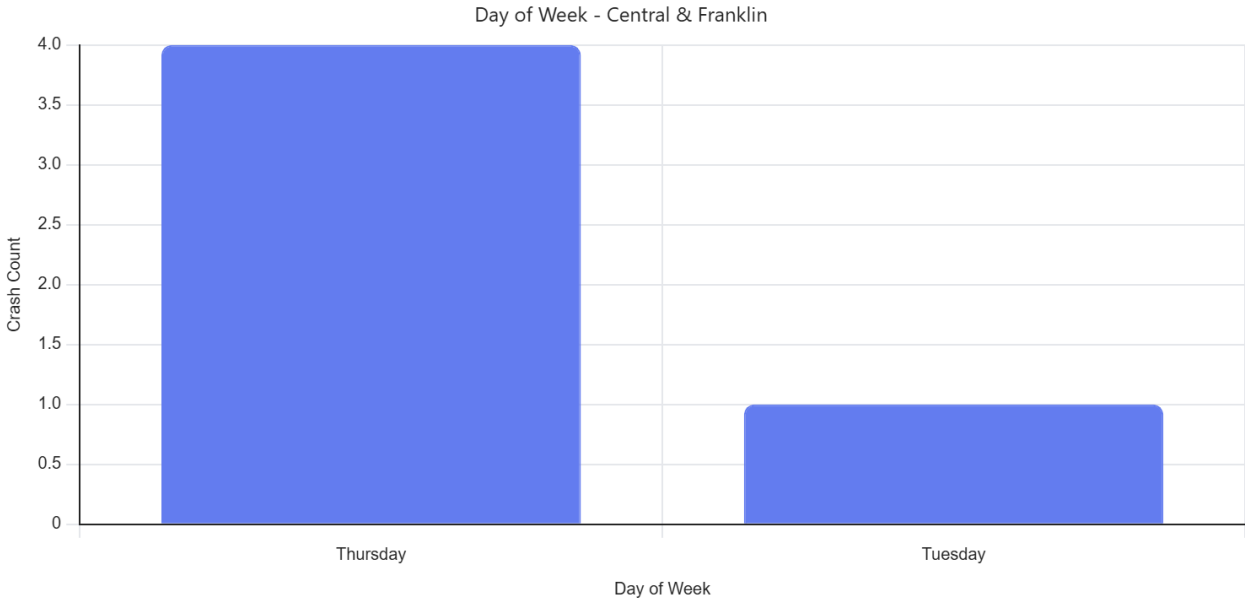
4. Report #2400045

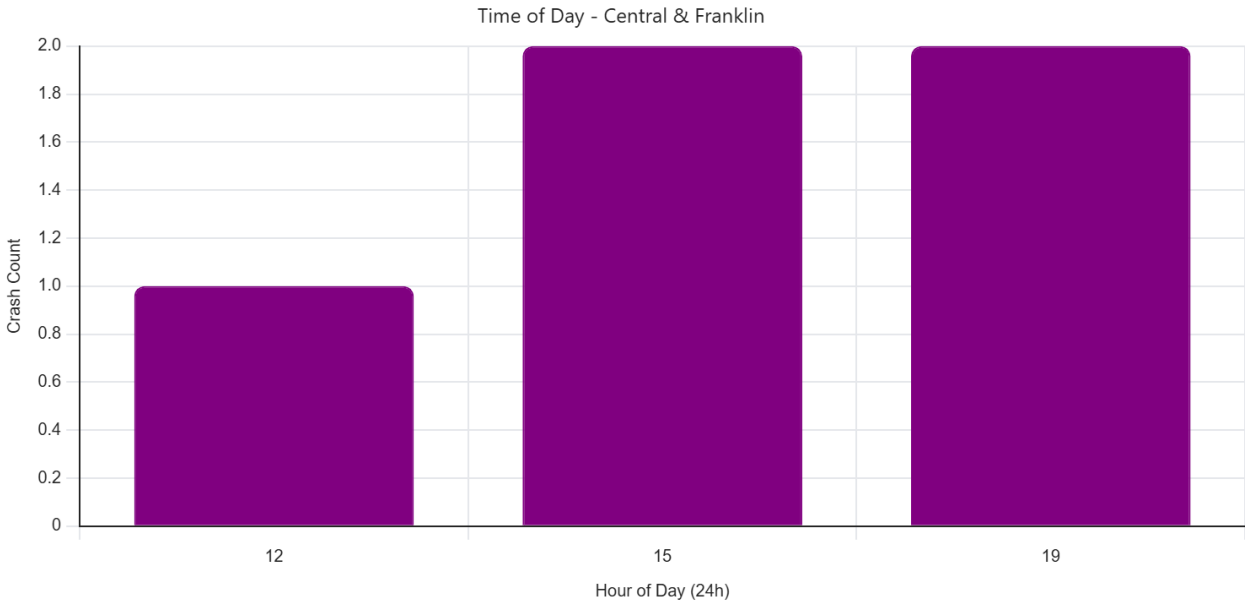
Date/Time: 2024-01-11 at 15:18
Location: CENTRAL AVE/FRANKLIN AVE
Unattended van rolled backward and struck Unit 2's parked vehicle near the intersection.
No injuries.

5. Report #2400177

Date/Time: 2024-01-18 at 19:35
Location: FRANKLIN AVE/CENTRAL AVE
Unit 1 proceeded northbound through the stop sign and struck Unit 2 (pedestrian) in the westbound crosswalk. Unit 2 sustained injuries and was transported.

DEPARTMENT MEMORANDUM





INCORPORATED 1880
RIVER FOREST
Proud Heritage
Bright Future

DEPARTMENT MEMORANDUM

Recommendations

Based on the 10-year review of crashes at Chicago & Lathrop, Oak & Ashland, and Central & Franklin, several targeted strategies are recommended to improve intersection safety and reduce recurring conflict patterns. The Village should continue monitoring crash activity across all three intersections to identify emerging trends and determine whether additional engineering or enforcement interventions become necessary over time. Enhancing driver awareness and compliance remains a priority, particularly at stop-controlled locations where violations contribute to vulnerable-road-user conflicts.

A review of field conditions should include evaluation of signage, pavement markings, and potential sight-line obstructions, especially at intersections where bicyclists and pedestrians were struck or narrowly missed. Improvements in these areas may reduce driver uncertainty and improve approach visibility. In addition, the Village may consider expanding educational outreach aimed at promoting bicyclist and pedestrian safety within residential and mixed-use corridors. Such outreach can reinforce shared-road principles and complement enforcement efforts during higher-risk travel periods.

For Project:	Ashland Ave - Crossing Guard				
Project Notes:					
Location/Name:	Outgoing				
Report Generated:	10/1/2026	2:59:22 PM			
Speed Intervals	1 MPH				
Time Intervals	Instant				
Traffic Report From	9/24/2026	11:00:00 AM	through	10/1/2026	2:59:59 PM
85th Percentile Speed	29 MPH				
85th Percentile Vehicles	955				
Max Speed	40 MPH	on	9/27/2026	2:43:04 PM	
Total Vehicles	1123				
AADT:	156				

Volumes - weekly counts

	Time	5 Day	7 Day
Average Daily		129	150
AM Peak	6:00 AM	11	9
PM Peak	5:00 PM	28	23

Speed

Speed Limit:	25		
85th Percentile Speed:	29		
50th Percentile Speed:	25		
10 MPH Pace Interval:	19.0 MPH	to	29.0 MPH
Average Speed:	24.52		

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Count over limit	59	48	60	68	48	94	102
% over limit	40.7	31.2	43.5	47.6	34.5	44.5	52.8
Avg Speeder	29.4	29.6	28.7	28.8	29.1	29	28.8
Avg Speed	24.4	24.1	24.6	24.6	23.6	24.6	25.3

Class Counts

	Number	%
VEH_SM	3	0.3
VEH_MED	1108	98.7
VEH_LG	12	1.1

[VEH_SM=motorcycle, VEH_MED = sedan, VEH_LG = truck]

For Project:	Ashland Ave - Crossing Guard				
Project Notes:					
Location/Name:	Merged				
Report Generated:	10/1/2026	2:58:13 PM			
Speed Intervals	1 MPH				
Time Intervals	Instant				
Traffic Report From	9/24/2026	11:00:00 AM	through	10/1/2026	2:59:59 PM
85th Percentile Speed	28 MPH				
85th Percentile Vehicles	3862				
Max Speed	52 MPH	on	10/1/2026	6:46:01 AM	
Total Vehicles	4544				
AADT:	634				

Volumes - weekly counts

	Time	5 Day	7 Day
Average Daily		636	595
AM Peak	8:00 AM	95	74
PM Peak	3:00 PM	84	71

Speed

Speed Limit:	25		
85th Percentile Speed:	28		
50th Percentile Speed:	24		
10 MPH Pace Interval:	19.0 MPH	to	29.0 MPH
Average Speed:	23.75		

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Count over limit	244	228	207	252	170	234	220
% over limit	29.5	26.4	32.3	33.3	36	45.6	46.9
Avg Speeder	28.4	28.8	28.5	28.8	29	28.9	28.8
Avg Speed	23.3	23.2	23.8	23.4	23.6	24.8	25

Class Counts

	Number	%
VEH_SM	5	0.1
VEH_MED	4448	97.9
VEH_LG	91	2

[VEH_SM=motorcycle, VEH_MED = sedan, VEH_LG = truck]

For Project:	Franklin Btwn Oak and Lake				
Project Notes:					
Location/Name:	Outgoing				
Report Generated:	10/26/2026	5:29:34 PM			
Speed Intervals	1 MPH				
Time Intervals	Instant				
Traffic Report From	10/19/2026	4:00:00 PM	through	10/26/2026	2:59:59 PM
85th Percentile Speed	22 MPH				
85th Percentile Vehicles	877				
Max Speed	40 MPH	on	10/21/2026	4:05:33 PM	
Total Vehicles	1032				
AADT:	148				

Volumes - weekly counts

	Time	5 Day	7 Day
Average Daily		111	139
AM Peak	7:00 AM	5	8
PM Peak	4:00 PM	25	23

Speed

Speed Limit:	25		
85th Percentile Speed:	22		
50th Percentile Speed:	19		
10 MPH Pace Interval:	14.0 MPH	to	24.0 MPH
Average Speed:	19.62		

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Count over limit	11	8	11	7	2	17	13
% over limit	9.9	7.4	8.7	5.2	1.5	7.2	7.2
Avg Speeder	29.5	30.9	32.5	28.3	27.5	31.9	29.5
Avg Speed	19.8	19.4	20.4	19.3	18.6	19.8	19.8

Class Counts

	Number	%
VEH_SM	24	2.3
VEH_MED	974	94.4
VEH_LG	34	3.3

[VEH_SM=motorcycle, VEH_MED = sedan, VEH_LG = truck]

For Project:	Franklin Btwn Oak and Lake				
Project Notes:					
Location/Name:	Merged				
Report Generated:	10/26/2026	5:28:21 PM			
Speed Intervals	1 MPH				
Time Intervals	Instant				
Traffic Report From	10/19/2026	4:00:00 PM	through	10/26/2026	3:59:59 PM
85th Percentile Speed	25 MPH				
85th Percentile Vehicles	3967				
Max Speed	40 MPH	on	10/21/2026	4:05:33 PM	
Total Vehicles	4667				
AADT:	666				

Volumes - weekly counts

	Time	5 Day	7 Day
Average Daily		679	621
AM Peak	8:00 AM	92	69
PM Peak	4:00 PM	79	67

Speed

Speed Limit:	25		
85th Percentile Speed:	25		
50th Percentile Speed:	21		
10 MPH Pace Interval:	16.0 MPH	to	26.0 MPH
Average Speed:	21.24		

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Count over limit	83	97	94	85	65	65	43
% over limit	13.1	13	11.2	11.5	8.6	12	10.5
Avg Speeder	27.8	27.6	28.4	27.8	27.7	28.4	28.1
Avg Speed	21.5	21.5	21.6	21.3	20.8	20.8	20.9

Class Counts

	Number	%
VEH_SM	28	0.6
VEH_MED	4509	96.6
VEH_LG	130	2.8

[VEH_SM=motorcycle, VEH_MED = sedan, VEH_LG = truck]

For Project:	Oak Btwn Franklin & Ashland				
Project Notes:					
Location/Name:	Merged				
Report Generated:	10/12/2026	11:37:01 AM			
Speed Intervals	1 MPH				
Time Intervals	Instant				
Traffic Report From	10/2/2026	9:00:00 AM	through	10/9/2026	9:59:59 AM
85th Percentile Speed	27 MPH				
85th Percentile Vehicles	6336				
Max Speed	49 MPH	on	10/8/2026	8:25:51 PM	
Total Vehicles	7454				
AADT:	1058				

Volumes - weekly counts

	Time	5 Day	7 Day
Average Daily		1079	980
AM Peak	8:00 AM	129	99
PM Peak	3:00 PM	126	109

Speed

Speed Limit:	25			
85th Percentile Speed:	27			
50th Percentile Speed:	23			
10 MPH Pace Interval:	18.0 MPH	to	28.0 MPH	
Average Speed:	22.73			

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Count over limit	277	262	296	311	277	258	252
% over limit	24	24.3	24.3	22.9	23.5	31.6	38.8
Avg Speeder	28.4	28.2	28.4	28.3	28.2	28.6	28.6
Avg Speed	22.4	22.5	22.6	22.5	22.5	23.4	24.1

Class Counts

	Number	%
VEH_SM	25	0.3
VEH_MED	7306	98
VEH_LG	123	1.7

[VEH_SM=motorcycle, VEH_MED = sedan, VEH_LG = truck]

For Project:	Oak Between Park & Franklin				
Project Notes:					
Location/Name:	Merged				
Report Generated:	10/19/2026	11:54:18 AM			
Speed Intervals	1 MPH				
Time Intervals	Instant				
Traffic Report From	10/12/2026	12:00:00 PM	through	10/19/2026	9:59:59 AM
85th Percentile Speed	27 MPH				
85th Percentile Vehicles	4733				
Max Speed	50 MPH	on	10/17/2026	11:08:06 PM	
Total Vehicles	5568				
AADT:	805				

Volumes - weekly counts

	Time	5 Day	7 Day
Average Daily		857	740
AM Peak	8:00 AM	122	91
PM Peak	3:00 PM	111	90

Speed

Speed Limit:	25		
85th Percentile Speed:	27		
50th Percentile Speed:	23		
10 MPH Pace Interval:	18.0 MPH	to	28.0 MPH
Average Speed:	23.14		

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Count over limit	164	243	286	243	187	119	112
% over limit	21.2	22.4	24.5	27.7	24.2	22.6	30.5
Avg Speeder	27.7	27.7	27.8	27.8	28	28.3	28.3
Avg Speed	22.9	22.8	23.3	23.6	22.9	23	23.9

Class Counts

	Number	%
VEH_SM	11	0.2
VEH_MED	5391	96.8
VEH_LG	166	3

[VEH_SM=motorcycle, VEH_MED = sedan, VEH_LG = truck]

For Project:	Central Near Franklin				
Project Notes:					
Location/Name:	Outgoing				
Report Generated:	11/4/2026	9:15:35 AM			
Speed Intervals	1 MPH				
Time Intervals	Instant				
Traffic Report From	10/28/2026	9:00:00 AM	through	11/3/2026	4:59:59 PM
85th Percentile Speed	34 MPH				
85th Percentile Vehicles	3492				
Max Speed	65 MPH	on	11/3/2026	9:23:14 AM	
Total Vehicles	4108				
AADT:	648				

Volumes - weekly counts

	Time	5 Day	7 Day
Average Daily		656	586
AM Peak	8:00 AM	62	50
PM Peak	5:00 PM	82	67

Speed

Speed Limit:	25		
85th Percentile Speed:	34		
50th Percentile Speed:	25		
10 MPH Pace Interval:	18.0 MPH	to	28.0 MPH
Average Speed:	26.83		

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Count over limit	267	304	204	422	476	185	85
% over limit	40.6	65.9	41.9	52.2	55	43.7	21
Avg Speeder	35.7	33.6	32.5	34.2	33.2	31	31.1
Avg Speed	26.9	29.2	25.9	27.7	27.7	25.2	23.1

Class Counts

	Number	%
VEH_SM	13	0.3
VEH_MED	4027	98
VEH_LG	68	1.7

[VEH_SM=motorcycle, VEH_MED = sedan, VEH_LG = truck]

For Project:	Central Near Franklin				
Project Notes:					
Location/Name:	Merged				
Report Generated:	11/4/2026	9:17:37 AM			
Speed Intervals	1 MPH				
Time Intervals	Instant				
Traffic Report From	10/28/2026	9:00:00 AM	through	11/3/2026	4:59:59 PM
85th Percentile Speed	33 MPH				
85th Percentile Vehicles	6100				
Max Speed	65 MPH	on	11/3/2026	9:23:14 AM	
Total Vehicles	7177				
AADT:	1133				

Volumes - weekly counts

	Time	5 Day	7 Day
Average Daily		1133	1025
AM Peak	8:00 AM	111	88
PM Peak	5:00 PM	117	97

Speed

Speed Limit:	25		
85th Percentile Speed:	33		
50th Percentile Speed:	24		
10 MPH Pace Interval:	18.0 MPH	to	28.0 MPH
Average Speed:	25.47		

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Count over limit	456	386	306	596	671	292	175
% over limit	39.6	45.8	35.7	43.2	46.7	38.1	23.6
Avg Speeder	33.5	32.7	31.4	32.7	32.2	30.3	29.6
Avg Speed	25.9	26.3	24.9	26.1	26.2	24.3	23.1

Class Counts

	Number	%
VEH_SM	25	0.3
VEH_MED	6994	97.5
VEH_LG	158	2.2

[VEH_SM=motorcycle, VEH_MED = sedan, VEH_LG = truck]

MEMORANDUM

DATE: September 16, 2026

TO: Traffic and Safety Commission

FROM: Jack Bielak, Director of Public Works & Engineering

SUBJECT: Crossing Guard Locations

Issue: Over the past few weeks, the Village has received several inquiries requesting additional crossing guards at select locations throughout River Forest.

Analysis: The Village, in collaboration with District 90, deploys crossing guards at designated intersections to support student safety during morning arrival and afternoon dismissal. In 2019, the Village and District 90 engaged Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) to develop Safe Walking Routes to the six public and parochial primary schools and the River Forest Community Center. The study cost $30,500.

KLOA's recommendations were informed by meetings with Village staff, the Police Department, school representatives, parent and student handbook review, a community survey, and a full field review of all Village streets. The Safe Walking Routes framework emphasizes that students should cross streets only at controlled locations; those with stop signs, traffic signals, or crossing-guard assistance and acknowledges that students typically choose the most direct routes.

The study recommended several safety-enhancing measures along walking routes, including:

- Additional or modified stop controls
- Upgraded crosswalk markings (high-visibility ladder-style)
- Enhanced pedestrian signage, including actuated flashing beacons where stop control was not feasible

KLOA also identified three locations where crossing guards could potentially be removed if alternative safety measures were implemented:

- Oak Avenue at Ashland Avenue (no recommended walking route crosses here)
- Division Street / Lathrop Avenue (with relocation to Division Street / Ashland Avenue)
- Roosevelt Middle School access driveways off Lathrop Avenue

The study recommended that each of these locations should continue to be monitored to ensure recommended improvements are effective or to determine whether crossing guard deployment should resume.

In coordination with the Police Department, the Village currently deploys 13 crossing guards at the following locations:

Park/Oak
Franklin/Division
Park/Lake
Franklin/Lake
Ashland/Lake
Chicago/Lathrop
Jackson/Oak
Ashland/Division
Jackson/Chicago
Lake/Lathrop
Franklin/Oak
Lathrop/Oak #1
Lathrop/Oak #2

The Village employs all crossing guards through a third-party contract and is reimbursed by District 90 through an Intergovernmental Agreement. These locations have not changed since the study's recommendations, and there have not been requests for changes over the past few years.

The cost associated with crossing guards from last school May 2025 – April 2026 year breaks down in the following way:

			District 90	**Village**	**Total**
Minimum Threshold			35,650.00	-	35,650.00
Add'l Crossing Guards/Field Supervisors	820 hours	$25.15 & $25.91/hr	21,109.40	-	21,109.40
50% Cost Sharing			51,314.27	51,314.26	102,628.53
Reimbursements Crossing Guards			108,073.67	51,314.26	**159,387.93**

Based on the breakdown it can be deduced that the cost per location is $**12,260.61** annually.

Additionally, the Village currently has a Safe Routes to School update scheduled in its Capital Improvement Plan for FY 2030. Staff continues to apply for grant funding to be able to complete the study earlier than scheduled.

Recommendation: If the Traffic & Safety Commission wishes to recommend changes, whether adding, removing, or modifying crossing guard locations—a formal motion and vote will be required for Village Board consideration.

Attachments: Safe Walking Routes to School Plan (SWRTS)
Crossing Guard Map

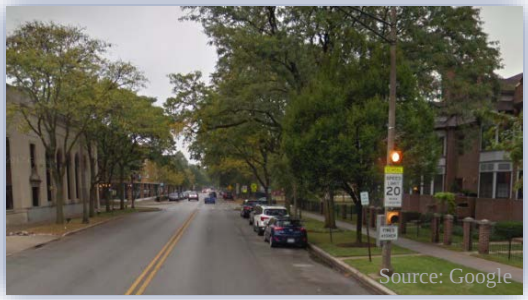
FINAL

Safe Walking Routes to School Plan

River Forest, Illinois

APPROVED BY VILLAGE BOARD OF TRUSTEES ON 01/28/19







4



Prepared For:

INCORPORATED 1880 RIVER FOREST
Proud Heritage Bright Future

River Forest Public Schools

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.

January 28, 2019

Contents

Executive Summary, ii

1. Introduction……1
   Schools Studied……1
   School Meetings……1
   Reports Reviewed……1

2. Resident/Parent Survey……2

3. SWRTS Exhibits……3
   Data Collection……3
   Field Observations……3
   Methodology……3
   Safe Walking Routes to School Exhibits……3
   Trinity High School Evaluation……7

4. Recommended Street & Traffic Control Changes……8
   Installation of New Two-Way Stop Control……8
   Installation of New One-Way Stop Control……8
   Installation of New All-Way Stop Control……9
   Reversing Directionality of Existing Two-Way Stop Control……9
   Convert One-Way Stop Control to All-Way Stop Control……9
   Convert Two-Way Stop Control to All-Way Stop Control……10
   Replacement of Yield Control with Stop Control……10
   Installation of Enhanced Crosswalks……11
   Installation of New High Visibity (Ladder-Style) Crosswalk……12
   Replacement of Existing Transverse Crosswalk with High-Visibility Crosswalk……13

5. Recommended School Crossing Guard Changes……15
   Current Crossing Guard Locations……15
   Desired New Crossing Guard Locations……16
   Proposed Crossing Guard Locations……16
   Proposed Changes in Crossing Guard Policies……20

6. Conclusions……22

Appendix
- SWRTS Exhibits
- Recommended Street Improvements
- Resident/Parent Survey

I. Executive Summary

Kenig, Lindgren, O'Hara, Aboona, Inc., (KLOA, Inc.) was retained by the Village of River Forest and River Forest Public School District 90 to recommend a system of Safe Walking Routes to the six public and parochial primary schools in the Village of River Forest and the River Forest Community Center (RFCC), and to develop a street map exhibit illustrating the recommended routes to the schools and RFCC. It is anticipated that the exhibits will be posted on the websites of the Village, RFCC and subject schools, displayed at the schools and RFCC, and incorporated into the parent/student handbooks. The six subject schools include:

District 90 Public Schools	Parochial Schools
• Roosevelt Middle School	• Grace Lutheran School
• Lincoln Elementary School	• St. Luke Parish School
• Willard Elementary School	• St. Vincent Ferrer Catholic Elementary School

The recommended routes were identified after (1) meeting/communicating with Village staff, Village Police Department representatives, and representatives of the subject schools and RFCC, (2) reviewing various Village documents and school parent/student handbooks, (3) distributing a survey regarding Safe Walking Routes to School to Village residents and to families attending the public and private schools in River Forest, and (4) performing a field review of all streets in the Village to document traffic controls and crosswalk markings, confirm pedestrian pathways, and observe school traffic circulation and crossing guard operations.

The determination of the safest walking routes to the schools and RFCC is based on the premise that students should cross streets at controlled locations where vehicles are required by law to come to a full stop, either via stop sign or traffic-signal control or with assistance from a school crossing guard. The recommended walking routes are also based on the premise that students will generally take the quickest and most direct paths to school.

This study has identified several measures that can be implemented by the Village of River Forest to enhance safety at the recommended street crossings along the school walking routes, including traffic control modifications, crosswalk marking installations, and pedestrian crossing signage. Many of these improvements address responses received from the survey.

Traffic control modifications include installation of stop signs where no traffic control signs or Yield signs exist, reversing the directionality of the two-way stop control, and conversion of one-way/two-way stop control to all-way stop control. Crosswalk markings include the installation of high-visibility "ladder-style" crosswalks at all recommended street crossings where no crosswalks exist or where less-visible transverse crosswalks exist. Pedestrian crossing signage includes crossings enhanced with static signage or signs featuring pedestrian-actuated flashing yellow beacons where stop control was not feasible.

This study has recommended two new locations for the posting of a crossing guard. One at Lake Street/Lathrop Avenue adjacent to the southeast corner of St. Luke Parish School. The other at Division Street/Ashland Avenue at the southeast corner of the Willard Elementary School block. This study has also identified three locations were crossing guards could be removed in place of other alternatives to address student safety. One location is on Oak Avenue at Ashland Avenue where there are no recommended walking routes that cross Oak Avenue at this location. Another location is at Division Street/Lathrop Avenue, where the crossing guard would be relocated to Division Street/Ashland Avenue, closer to Willard Elementary School. The third location is at the Roosevelt Middle School access driveways off Lathrop Avenue. At all three locations, the recommended measures should be monitored to determine if they have been effective, if additional measures are needed, or if the crossing guards should be redeployed.

Lastly, policies have been recommended for school crossing guards to follow to better balance pedestrian safety and traffic flow.

The Appendix of this report includes the recommended SWRTS street maps for each school, a map depicting all of the recommended street system changes such as intersections traffic controls and pedestrian crossings, and the responses from the resident/parent survey on safe walking routes to school.

1. Introduction

This report summarizes the recommended Safe Walking Routes to the public and parochial primary schools in the Village of River Forest and the River Forest Community Center (RFCC), and the methodologies that informed the recommendations. The Safe Walking Routes to School (SWRTS) have been depicted in a series of exhibits specific to each school and the RFCC. Each exhibit provides a street map showing the recommended walking routes to the respective school, which can be posted on the websites of the Village, RFCC and subject schools, displayed at the schools and RFCC, and incorporated into the parent/student handbooks.

Schools Studied

SWRTS exhibits were prepared for all three primary schools in the River Forest Public School District 90 system and all three parochial primary schools in the Village, as follows:

District 90 Public Schools	Parochial Schools
• Roosevelt Middle School	• Grace Lutheran School
• Lincoln Elementary School	• St. Luke Parish School
• Willard Elementary School	• St. Vincent Ferrer Catholic Elementary School

A SWRTS exhibit was also prepared for the River Forest Community Center. A preliminary review of Trinity High School was also performed to determine if a SWRTS exhibit would be of benefit to the student base.

School Meetings

The Village of River Forest hosted a series of meetings on April 26, 2018 with KLOA and representatives from District 90, Grace Lutheran School, St. Vincent Ferrer Catholic School and the River Forest Police Department. The Village also organized a conference call with KLOA and representatives from St. Luke Parish School and River Forest Community Center. The purpose of the meetings was to describe the SWRTS exhibits being prepared for each school and to obtain input on any safety issues or areas of concern that should be considered as the maps are being developed. Village staff also communicated by email with representatives of Trinity High School to obtain more information on their student population to determine whether a SWRTS exhibit would be of benefit.

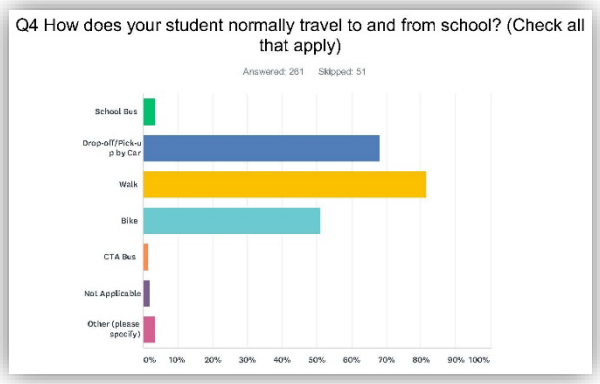
Reports Reviewed

In advance of the preparation of the SWRTS exhibits, KLOA reviewed the following Village documents as a foundation for the recommendations of the study.

- *Friendly Street Traffic Management Handbook*, River Forest Traffic Control Task Force, May 9, 2005.
- *Village of River Forest Comprehensive Plan*, 2003.
- *Parent/Student Handbook 2017-2018,* River Forest Public Schools District 90

2. Resident/Parent Survey

A survey regarding Safe Walking Routes to School was broadcast via various electronic platforms to Village residents and to families attending the public and parochial schools in River Forest and those utilizing the RFCC. Platforms included email, websites, Facebook posts, etc. A total of 312 surveys were returned. The survey questions and responses are contained in the Appendix.



Key findings from the SWRTS survey are summarized below:

- More than 96% of responders were River Forest residents
- More than 51% of the responders also identify themselves as guardians of students in a River Forest school
- Approximately 94% of the guardians were of students in District 90 schools
- Approximately 6% of the guardians were of students in River Forest parochial schools
- More students walk to school then travel by any other mode

Several issues were repeatedly conveyed in the resident responses, including the following:

- Concern for pedestrian safety at uncontrolled intersections
- Need for more balanced traffic management by crossing guards along Lake Street
- Need for all-way stop control along Lake Street at Park, Franklin and Ashland avenues
- Need for all-way stop control at all intersections surrounding school sites
- Need for more stop signs on Washington Boulevard
- Need for better traffic control at the Keystone Avenue/Hawthorne Avenue intersection
- Need for crosswalks on Hawthorne Avenue at Thatcher Avenue and Keystone Avenue
- Need for a safe pedestrian crossing on Thatcher Avenue at Oak Avenue
- Need for a safe pedestrian crossing on Park Avenue at Greenfield Street without sight line conflicts with parked cars
- Limited visibility for students walking under railroad underpasses between Hawthorne Avenue and Central Avenue
- Vehicular speeds along Hawthorne Avenue and Central Avenue, and non-compliance with posted stop controls.
- Concern for safety at intersection of Washington Boulevard/Franklin Avenue/Park Drive
- School crossing guards only stopping traffic for students attending the crossing guard's school
- School crossing guards interfering with traffic flow not associated with student crossings

3. SWRTS Exhibits

The SWRTS exhibits for each school and the RFCC were developed from GIS data and followed a specific methodology to maximize student safety and minimize conflicts between vehicles and pedestrians.

Data Collection

In April 2018, KLOA obtained GIS mapping files of the River Forest street system from Village staff. KLOA then performed a field review of all streets in the Village to inventory traffic controls and crosswalk markings, document one-way street operations, and confirm pedestrian pathways. The GIS mapping and field data was incorporated into the SWRTS exhibits and informed the recommendations of the study.

Field Observations

In April 2018, KLOA also conducted observations of school traffic circulation and crossing guard activity. The observations were performed during student arrival and dismissal times and were compared to any drop-off/pick-up procedures published in the Parent-Student Handbooks and/or described in meetings with the school administrators. The observations are noted below under each school. In general, most parents followed the school drop-off/pick-up procedures. Any noted deviations from these procedures reflect observations only not approved procedures.

Methodology

The determination of the safest walking routes to the schools and RFCC is based on the premise that students should be directed to cross streets at controlled locations where vehicles are required by law to come to a full stop. A controlled location is generally an intersection where the approach being crossed is marked with a crosswalk and is under stop sign control or traffic signal control if there are pedestrian signal heads present. A controlled location is also considered a street crossing that is not under stop or traffic signal control but has a crosswalk and a crossing guard in-place during school arrival and dismissal hours. The recommended walking routes are also based on the premise that students will generally take the quickest and most direct paths to school.

Based on these premises, stop signs were recommended at intersections where the preferred walking route required a street crossing that was uncontrolled or under Yield control. At some locations, the directionality of the two-way stop control was recommended to be reversed or replaced with all-way stop control. On all preferred walking routes, high-visibility “ladder-style” crosswalks were recommended at street crossings where no crosswalks exist or where less-visible transverse (parallel line) crosswalks exist.

Safe Walking Routes to School Maps

The SWRTS exhibits depict the recommended walking routes to each school, from every residential block in the public school attendance area and from several blocks out from the parochial schools and RFCC, on a street map which can be posted on the websites of the Village,

RFCC and subject schools, displayed at the schools and RFCC, and incorporated into the parent/student handbooks. The walking routes are based on a determination as to the safest manner for students to cross streets en-route to school.

Priority has been given to crossing students where traffic controls currently exist that bring vehicles to a complete stop (i.e., traffic signals and stop signs) or where school crossing guards are located that KLOA has determined should remain in-place. High-visibility crosswalks have been recommended at these locations where they do not currently exist. At two-way stop locations where it was not possible to cross a student at a stop-controlled approach without creating a circuitous path to school that would likely not be followed, recommendations have been made to either reverse the direction of the two-way stop control or convert to all-way stop control.

Lincoln Elementary School



Lincoln Elementary School

Lincoln Elementary School serves students in grades K-4 and had an enrollment of approximately 400 students during the 2017-2018 school year. The District 90 administrative offices are also located at Lincoln School. Drop-off/pick-up activity occurs along Park Avenue and Franklin Avenue. Many students that reside on the south side of the railroad approach from Franklin Avenue and cross Lake Street where a school crossing guard is posted. Students also travel through the intersections of Lake Street/Park Avenue, Oak Avenue/Park Avenue, Oak Avenue/Ashland Avenue and Oak Avenue/Franklin Avenue, where crossing guards are also posted, and mix with the drop-off/pick-up traffic flows. The recommended SWRTS exhibit for Lincoln Elementary School is in the Appendix.

Willard Elementary School

Willard Elementary School serves students in grades K-4 and had an enrollment of approximately 375 students during the 2017-2018 school year. Drop-off/pick-up activity occurs along Franklin Avenue and Ashland Avenue. Students travel through the intersections of Division Street/Franklin Avenue and Division Street/Lathrop Avenue, where school crossing guards are posted, and mix with the drop-off/pick-up traffic flows. Students also travel through the Greenfield Street/Franklin Avenue and Greenfield Street/Ashland Avenue intersections where no crossing guards are posted. The recommended SWRTS exhibit for Willard Elementary School is in the Appendix.



Willard Elementary School

Roosevelt Middle School

Roosevelt Middle School serves students in grades 5-8 and had an enrollment of approximately 665 students during the 2017-2018 school year. Drop-off/pick-up activity occurs along Lathrop Avenue, Jackson Avenue and Oak Avenue. Students travel through the intersections of Lathrop Avenue/Oak Avenue, Lathrop Avenue/Chicago Avenue and the school driveways on Lathrop Avenue, where school crossing guards are posted, and mix with the drop-off/pick-up traffic flows. Students also travel through the intersections of Jackson Avenue/Oak Avenue and Jackson Avenue/Chicago Avenue where crossing guards are also posted. The recommended SWRTS exhibit for Roosevelt Middle School is in the Appendix.



Roosevelt Middle School

Grace Lutheran School

Grace Lutheran School serves students in grades pre-K-8 and had an enrollment of approximately 211 students during the 2017-2018 school year, approximately 23 (11%) of whom are River Forest residents. Drop-off/pick-up activity occurs along Bonnie Brae. Many parents also park in the Fenwick High School athletic field parking lot and walk their children across Division Street where the Grace Lutheran crossing guard is posted (PM only). School staff indicate that few students walk to school and approximately 5 to 10 students regularly bike to school. The recommended SWRTS exhibit for Grace Lutheran School is in the Appendix.



Grace Lutheran School

St. Luke Parish School

St. Luke Parish School serves students in grades pre-K-8 and had an enrollment of approximately 350 students during the 2017-2018 school year, approximately 125 (35%) of whom are River Forest residents. Drop-off/pick-up activity occurs within the school parking lot off of Ashland Avenue with stacking along the Ashland Avenue curb. School staff indicates that approximately 40 to 50 students regularly walk or bike to school. Students travel through the intersections of Lake Street/Ashland Avenue, where a St. Luke crossing guard is posted, and mix with the drop-off/pick-up traffic flows. Students also travel through the signalized intersection of Lake Street/Lathrop Avenue, where no crossing guard is posted, and the intersections of Oak Avenue/Ashland Avenue and Oak Avenue/Lathrop Avenue where District 90 crossing guards are posted. The recommended SWRTS exhibit for St. Luke Parish School is in the Appendix.



St. Luke Parish School

St. Vincent Ferrer Catholic School

St. Vincent Ferrer Catholic School serves students in grades pre K-8 and had an enrollment of approximately 260 students during the 2017-2018 school year, approximately 45 (18%) of whom are River Forest residents. Approximately 155 students (60%) reside in Elmwood Park. Drop-off/pick-up activity occurs within the school parking lot off of Le Moyne Parkway and along Le Moyne Parkway, with stacking along the west side of Jackson Avenue. The crossing guard at North Avenue/Lathrop Avenue assists the Elmwood Park walking students across North Avenue. School staff have not observed students riding their bikes to school. The recommended SWRTS exhibit for St. Vincent Ferrer Catholic School is in the Appendix.


Source: Google
St. Vincent Ferrer School

River Forest Community Center

During the school year the RFCC offers early childhood education and recreation programs, before school/afterschool programs, and the Opportunity Knocks program for adults with intellectual and developmental disabilities. During the summer the RFCC offers Summer Camp programs. The early childhood programs serve 65-75 youngsters and there are 50-65 participants in the before school and/or afterschool programs. Approximately 30-40 participate in the recreation programs and from 260-290 youth participate in Summer Camp. Most early childhood participants are dropped-off and pick-up by parents, some by walking to the facility. Afterschool participants arrive by school bus from the various schools. During the school year, and during the summer camps, groups of children are escorted by staff through the neighborhood and to destinations such as Keystone Park. Some participants in Opportunity Knocks also walk to the facility.



River Forest Community Center

Trinity High School Evaluation

Trinity High School had a 2017-2018 enrollment of 450 students and has an enrollment capacity of 600 students. Of the current enrollment, approximately 29 (6.4%) reside in River Forest. School staff indicates that less than 20 percent of those from River Forest have been observed walking or biking to school. Some of those that do travel through the Lathrop Avenue/Division Street intersection where a District 90 crossing guard is posted for Willard Elementary School. By comparison, St. Vincent Ferrer has 60 percent more students that reside in River Forest than Trinity High School, St. Luke Parish has four times as many students that reside in River Forest, and Grace Lutheran has almost twice as high of a percentage of their student body that reside in River Forest than Trinity High School.

Since very few Trinity High School students reside in the Village with fewer known to walk to school, and being that high school students are typically more observant than primary school students, it was determined that a SWRTS exhibit for Trinity High School would have little benefit to the general student body.



Trinity High School

4. Recommended Street & Traffic Control Changes

In support of the recommended school walking routes, several recommendations have been made to enhance safety on the routes, including upgraded traffic controls and increased visibility of the street crossings. Traffic control upgrades include installing stop signs where no traffic control signs exist or where yield signs exist, reversing the directionality of the two-way stop control, converting one-way or two-way stop control to all-way stop control, and implementing measures to increase the visibility of existing signs. The street crossing improvements include installing high-visibility (ladder-style) crosswalks where no crosswalks exist, replacing transverse (parallel-line) crosswalks with more visible ladder-style markings, and installing school or pedestrian crossing signage. Many of these recommendations address comments and concerns expressed by survey respondents. An exhibit depicting the recommended street improvements is in the Appendix.

Installation of New Two-Way Stop Control

The following 14 uncontrolled four-way intersections are traversed by recommended school walking routes. Two-way stop control is recommended to enhance safety on the uncontrolled approaches being crossed.

Lincoln Elementary School

- Clinton Place at Oak Avenue
- Linden Street at Gale Avenue

Willard Elementary School

- Forest Avenue at Thomas Street
- Berkshire Street at Monroe Avenue
- Thomas Street at Franklin Avenue
- Thomas Street at Jackson Avenue
- Thomas Street at Ashland Avenue
- Iowa Street at Keystone Avenue
- Iowa Street at Park Avenue
- Iowa Street at Franklin Avenue
- Ashland Avenue at Iowa Street
- Jackson Avenue at Iowa Street
- William Street at Iowa Street
- Clinton Place at Iowa Street

Installation of New One-Way Stop Control

The following 21 uncontrolled three-way intersections are traversed by recommended school walking routes. One-way stop control is recommended to enhance safety on the uncontrolled approach being crossed.

Lincoln Elementary School

- Clinton Place at Holly Court
- Holly Court at William Street
- Holly Court at Bonnie Brae
- Gale Avenue at Hawthorne Avenue
- Keystone Avenue at Hawthorne Avenue
- Forest Avenue at Hawthorne Avenue
- Linden Street at Forest Avenue
- Linden Street at Park Avenue
- Vine Street at Forest Avenue
- Vine Street at Park Avenue

Willard Elementary School

- Le Moyne Parkway at Park Avenue
- Keystone Avenue at Greenfield Street
- Forest Avenue at Greenfield Street
- Bonnie Brae at Greenfield Street
- Clinton Place at Greenfield Street
- Berkshire Street at William Street
- Thomas Street at Keystone Avenue
- Thomas Street at Monroe Avenue
- William Street at Augusta Street
- Clinton Place at Augusta Street
- Iowa Street at Forest Avenue

Installation of New All-Way Stop Control



The following uncontrolled four-way intersection is traversed by recommended school walking routes to RFCC. All-way stop control is recommended to enhance safety on the uncontrolled approaches being crossed.

River Forest Community Center

- Vine Street/Gale Avenue intersection

Reverse Directionality of Existing Two-Way Stop Control

The following two-way stop-controlled intersection is traversed by a recommended school walking route, but the desired crossings are on the uncontrolled approaches. The directness of the walking route would be compromised to the point where students may choose to cross at the uncontrolled locations rather than take a circuitous alternate route to school. The recommendation is to switch the two-way stop control from the current controlled street to the current uncontrolled street. This change will have the additional benefit of reducing the consecutive number of intersections under stop control on Thomas Street.

Willard Elementary School

- Park Street at Thomas Street (switch two-way off Thomas Street)

Convert One-Way Stop Control to All-Way Stop Control

The following one-way stop-controlled intersection is traversed by a recommended school walking route, but the desired crossing is on the uncontrolled approach. The directness of the walking route would be compromised to the point where students may choose to cross at the uncontrolled location rather than take a circuitous alternate route. The recommendation is to convert the one-way stop control at the intersection to all-way stop control. In addition, to increase the sight lines to and from Greenfield Street, parking should be prohibited on the west side of Park Avenue from 8:00 A.M. to 5:00 P.M. between the two offset legs of Greenfield Street. This parking regulation is similar to the current regulation on the east side of Park Avenue between the two Greenfield Street approaches and on the west side of Park Avenue south of Greenfield Street.

Willard Elementary School

- Greenfield Street/Park Avenue intersection

Convert Two-Way Stop Control to All-Way Stop Control

The following two-way stop-controlled intersection is traversed by recommended school walking routes where the desired crossing is on the uncontrolled approach. The directness of the walking route would be compromised to the point where students may choose to cross at the uncontrolled location rather than take a circuitous alternate route. The recommendation is to convert the two-way stop control at the intersection to all-way stop control.

Willard Elementary School

- Augusta Street/Franklin Avenue intersection

Lincoln Elementary School

- Linden Street/Franklin Avenue intersection

In addition, it is typical for all-way stop control to be utilized on local streets surrounding primary schools to give priority to student safety, particularly for schools that do not offer standard school bus service and/or have a large number of students that walk or bike to school. However, there are instances where the needs of the motoring public must be balanced with the needs of pedestrians, particularly along arterial streets and collector streets that are meant to accommodate larger volumes of traffic through a community, such as Lake Street and Division Street.

The following two two-way stop-controlled intersections are at the corners of school blocks and are traversed by a large number of students. Oak Avenue and Franklin Avenue are classified as local streets, so converting the two-way stop control to all-way stop control at the Oak Avenue/Franklin Avenue intersection is appropriate. Division Street has a higher classification as a collector street, which typically would have the right-of-way over a local street. However, there are currently several all-way stop-controlled intersections with local streets along Division Street to regulate traffic adjoining Trinity High School, Dominican University and Concordia University. Regulating traffic adjacent to a primary school should take priority over older students. As such, the two-way stop control at the Division Street intersection listed below is also recommended to be converted to all-way stop control.

Lincoln Elementary School

- Oak Avenue/Franklin Avenue intersection

Willard Elementary School

- Division Street/Franklin Avenue intersection

Replacement of Yield Control with Stop Control

The following Yield-controlled intersection approaches are on recommended SWRTS street crossings. The Yield control should be replaced with Stop control to enhance crossing safety.

Lincoln Elementary School

- Vine Street at Ashland Avenue

Installation of Enhanced Crosswalks

The following uncontrolled locations are on recommended SWRTS street crossings. The proximity of the crossing locations to traffic signal-controlled intersections of an arterial street (i.e., Harlem Avenue or Lake Street) make these locations less feasible for to install stop control. Alternatively, a high visibility crosswalk, pedestrian/school crossing signage, and an in-street pedestrian/school crossing sign could be installed instead, similar to the Division Street crossing at Bonnie Brae and the Lake Street crossing at Forest Avenue. These signs should be posted back-to-back on both sides of the street to face both directions of travel.

Grace Lutheran School (School Crossing Sign with In-Street Sign)

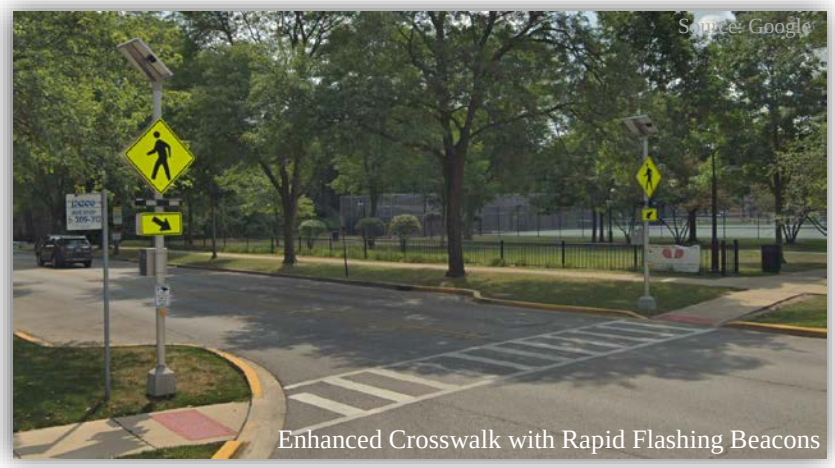
- Augusta Street at Bonnie Brae

Roosevelt Middle School (Pedestrian Crossing Sign with Rapid Flashing Beacons)

- Oak Street at Thatcher Avenue



Enhanced Crosswalk with In-Street School Crossing Signs



Enhanced Crosswalk with Rapid Flashing Beacons

Installation of New High-Visibility (Ladder-Style) Crosswalk

The following 162 unmarked intersection approaches are on recommended SWRTS street crossings. Installation of a high-visibility (ladder-style) crosswalk is recommended.

Lincoln Elementary School

- Forest Ave (s approach) at Chicago Ave
- Park Ave (s approach) at Chicago Ave
- Keystone Ave (n approach) at Oak Ave
- Forest Ave (n approach) at Oak Ave
- Park Ave (both approaches) at Oak Ave
- Ashland Ave (both approaches) at Oak Ave
- Monroe Ave (both approaches) at Oak Ave
- William St (both approaches) at Oak Ave
- Clinton Pl (both approaches) at Oak Ave
- Bonnie Brae (n approach) at Oak Ave
- Bonnie Brae (n approach) at Quick Ave
- Clinton Pl (n approach) at Quick Ave
- William St (n approach) at Quick Ave
- Monroe Ave (n approach) at Quick Ave
- Holly Ct at Bonnie Brae
- Clinton Pl at Holly Ct
- Holly Ct at William St
- William St (both approaches) at Lake St
- Monroe Ave at Lake St
- Edgewood Pl (s approach) at Lake St
- Auvergne Pl at Lake St
- River Oaks Dr at Lake St
- Central Ave (w approach) at Franklin Ave
- Central Ave (e approach) at Ashland Ave
- Ashland Ave (s approach) at Hawthorne Ave
- Franklin Ave (s approach) at Hawthorne Ave
- Hawthorne Ave (w approach) at Franklin Ave
- Hawthorne Ave (e approach) at Ashland Ave
- Park Ave at Hawthorne Ave
- Forest Ave at Hawthorne Ave
- Keystone Ave (s approach) at Hawthorne Ave
- Hawthorne Ave (w approach) Keystone Ave
- Gale Ave at Hawthorne Ave
- Linden St (both approaches) at Gale Ave
- Linden St (both approaches) at Keystone Ave
- Linden St at Forest Ave
- Linden St at Park Ave
- Linden St (both approaches) at Ashland Ave
- Ashland Ave (s approach) at Washington Blvd
- Forest Ave (s approach) at Washington Blvd
- Gale Ave (both approaches) at Washington
- Washington Blvd (e approach) at Thatcher Ave
- Keystone Ave (s approach) at Vine St
- Vine St (both approaches) at Gale Ave
- Vine St at Forest Ave
- Vine St at Park Ave
- Vine St (both approaches) at Franklin Ave
- Vine St (both approaches) at Ashland Ave
- Vine St at Lathrop Ave

Willard Elementary School

- Forest Ave (s approach) at North Ave
- Le Moyne Pkwy at Park Ave
- Keystone Ave at Greenfield St
- Forest Ave at Greenfield St
- Greenfield St (both approaches) at Park Ave
- Thomas St at Keystone Ave
- Ashland Ave (s approach) at Augusta St
- Monroe Ave (both approaches) at Augusta St
- William St at Augusta St
- Clinton Pl at Augusta St
- Forest Ave (both approaches) at Thomas St
- Augusta St (both approaches) at Park Ave
- Augusta St (both approaches) at Franklin Ave
- Jackson Ave (both approaches) at Greenfield St
- Monroe Ave (both approaches) at Greenfield St
- William St (both approaches) at Greenfield St
- Thomas St (both approaches) at Jackson Ave
- Thomas St (both approaches) at Ashland Ave
- Thomas St (both approaches) at Franklin Ave
- Park Ave (s approach) at Greenfield St (e leg)

- Bonnie Brae (s approach) at Augusta St
- Clinton Pl at Greenfield St
- Bonnie Brae at Greenfield St
- Thomas St at Bonnie Brae
- Thomas St at Monroe St
- Iowa St (both approaches) at Bonnie Brae
- Clinton Pl (both approaches) at Iowa St
- William St (both approaches) at Iowa St
- Park Ave (both approaches) at Thomas St
- Iowa St (both approaches) at Monroe Ave
- Iowa St at Forest Ave
- Clinton Pl (n approach) at Chicago Ave
- Bonnie Brae (n approach) at Chicago Ave
- William St (n approach) at Chicago Ave
- Clinton Pl (both approaches) at Le Moyne Pkwy
- Bonnie Brae (both approaches) at Le Moyne Pkwy
- William St (both approaches) at Le Moyne Pkwy
- Monroe Ave (both approaches) at Le Moyne Pkwy
- Ashland Ave (n approach) at Le Moyne Pkwy
- Le Moyne Pk (both approaches) at Franklin Ave
- Jackson Ave (both approaches) at Iowa St
- Ashland Ave (both approaches) at Iowa St Ave
- Iowa St (both approaches) at Franklin Ave
- Iowa St (both approaches) at Park Ave
- Clinton Pl (both approaches) at Le Moyne Pkwy
- Iowa St (both approaches) at Keystone Ave
- Monroe Ave (n approach) at Chicago Ave

Roosevelt Middle School

- Thatcher Ave (s approach) at Oak Ave
- Park Ave (s approach) at North Ave
- Keystone Ave (s approach) at Oak Ave
- Forest Ave (s approach) at Oak Ave
- Ashland Ave (n approach) at Augusta St
- Bonnie Brae (n approach) at Augusta St
- Franklin Ave (s approach) at North Ave
- Clinton Pl (s approach) at Quick Ave
- Monroe Ave (s approach) at Quick Ave
- Le Moyne Pkwy (w approach) at Harlem Ave
- Le Moyne Pkwy (both approaches) at Bonnie Brae
- Le Moyne Pkwy (both approaches) at Clinton Pl
- Berkshire St (both approaches) at Jackson Ave
- Franklin Ave (both approaches) at Chicago Ave
- Berkshire St at William St
- Ashland Ave (s approach) at North Ave
- Quick Ave (both approaches) at William St

St. Vincent Ferrer Catholic School

- Franklin Ave (both approaches) at Le Moyne
- Ashland Ave (n approach) at Le Moyne Pkwy

River Forest Community Center

- Gale Ave (both approaches) at Vine St

Replacement of Existing Transverse Crosswalk with High-Visibility Crosswalk

The following 61 intersection approaches are on recommended SWRTS street crossings and are currently marked with transverse (parallel line) crosswalks. It is recommended that the visibility of these crosswalks be enhanced with ladder-style crosswalk markings.

Lincoln Elementary School

- Keystone Ave (both approaches) at Chicago
- Ashland Ave (s approach) at Chicago Ave
- Oak Ave (e approach) at Park Ave
- Jackson Ave at Lake St
- Linden St at Thatcher Ave
- Linden St at Lathrop Ave
- Washington Blvd (w approach) at Lathrop Ave
- Vine St at Thatcher Ave

- Thatcher Ave (both approaches) at Lake St
- Edgewood Pl (n approach) at Lake St
- Vine St at Harlem Ave

Willard Elementary School

- Thomas St at Harlem Ave
- Keystone Ave at Division St
- Forest Ave at Division St
- Park Ave (s approach) at Division St
- Forest Ave (both approaches) at Augusta St
- Iowa St at Harlem Ave
- Iowa St at Thatcher Ave
- William St (n approach) at Chicago Ave
- William St at Division St
- Bonnie Brae at Division St
- Lathrop Ave (both approaches) at Greenfield St
- Thomas St (both approaches) at Lathrop Ave
- Augusta St at Thatcher Ave
- Augusta St (both approaches) at Keystone Ave
- Jackson Ave (both approaches) at Division St
- Augusta St (both approaches) at Lathrop Ave
- Ashland Ave (both approaches) at Division St
- Monroe Ave (both approaches) at Division St
- Iowa St (both approaches) at Lathrop Ave
- Lathrop Ave (both approaches) at Thomas St

Roosevelt Middle School

- Division St (w approach) at Harlem Ave
- Berkshire St (e approach) at Lathrop Ave
- Keystone Ave (n approach) at Chicago Ave
- Forest Ave (n approach) at Chicago Ave
- Franklin Ave (both approaches) at Chicago
- Augusta St (both approaches) at Monroe Ave
- Greenfield St (both approaches) at Lathrop Ave
- Division St (both approaches) at Monroe Ave
- Division St (both approaches) at Park Ave
- Park Avenue (n approach) at Chicago Ave\
- Ashland Ave (n approach) at Chicago Ave

Grace Lutheran School

- Dominican Priory Campus Drive at Division St

St. Luke Parish School

- Oak Ave (w approach) at Park Ave



Standard "Transverse" Crosswalk



High-Visibility "Ladder-Style" Crosswalk

5. Recommended School Crossing Guard Changes

The SWRTS study evaluated the current crossing guard locations, identified additional guard locations desired in the survey responses or through dialogue with the schools, and recommended changes to the crossing guard locations and operational policies. It is clear from the survey responses that several of the crossing guard locations were based on driver behavior and violations of the posted traffic control signs (speed limits, stop signs, etc.). Many responses related to drivers not coming to a full stop at stop-controlled intersections.

Current Crossing Guard Locations

Crossing guards are currently posted at the following 16 intersections during school arrival and dismissal times. The guards for the District 90 schools are retained from Andy Frain Services and jointly funded by District 90 and the Village. The guard for St. Luke Parish is also retained from Andy Frain Services and is funded by St. Luke. The guard deployed by Grace Lutheran School is a school volunteer. The guard for St. Vincent Ferrer School is provided by the Village of Elmwood Park as 60 percent of the students in the school are Elmwood Park residents.

Lincoln Elementary School

- Lake St / Park Ave intersection
- Lake St / Franklin Ave intersection
- Oak Ave / Park Ave intersection
- Oak Ave / Franklin Ave intersection
- Oak Ave / Ashland Ave intersection

Willard Elementary School

- Division St / Franklin Ave intersection
- Division St / Lathrop Ave intersection

Roosevelt Middle School

- Oak Ave / Lathrop Ave intersection
- Oak Ave / Jackson Ave intersection
- Chicago Ave / Lathrop Ave intersection (signalized)
- Chicago Ave / Jackson Ave intersection
- Roosevelt MS N & S Drives on Lathrop Ave

Grace Lutheran School

- Division St / Bonnie Brae intersection (PM only)

St. Luke Parish School

- Lake St / Ashland Ave intersection

St. Vincent Ferrer Catholic School

- North Ave / Lathrop Ave intersection (signalized)

Desired New Crossing Guard Locations

The following intersections were identified in the survey responses as locations where additional crossing guards are desired.

- Lake Street/Lathrop Avenue (signalized)
- Franklin Avenue/Hawthorne Avenue
- Franklin Avenue/Central Avenue
- Greenfield Street/Park Avenue
- Greenfield Street/Franklin Avenue
- Greenfield Street/Ashland Avenue
- Greenfield Street/Lathrop Avenue
- Division Street/Ashland Avenue
- Along Washington Boulevard

Proposed Crossing Guard Locations

Current and recommended locations for the posting of school crossing guards are discussed below based on the form of traffic control and the subject intersections.

Traffic Signal Controlled Intersections

Crossing guards are located at two signalized intersections in the Village, including one serving Roosevelt Middle School (Chicago Avenue/Lathrop Avenue) and one serving St. Vincent Ferrer Catholic School (North Avenue/Lathrop Avenue). Due to the width of these street crossings and high traffic volumes and speeds, it is appropriate to maintain crossing guards at these intersections to supplement the pedestrian signal heads and high-visibility crosswalks.

The intersection of Lake Street/Lathrop Avenue is adjacent to the southeast corner of the St. Luke Parish School block and is another signalized intersection in which student safety would be enhanced with the addition of a crossing guard. The reasoning for this recommendation is the same as that for the two signalized intersections noted above (road width, traffic volume and speeds).

Recommendation:

- *Maintain crossing guard at Chicago Ave/Lathrop Ave and North Ave/Lathrop Ave*
- *Post new crossing guard at Lake Ave/Lathrop Ave*

All-Way Stop Controlled Intersections

It is typical for all-way stop control to be utilized on local streets surrounding primary schools to give priority to student safety, particularly for schools that do not offer standard school bus service and/or have a large number of students that walk to school. This form of stop control, combined with highly-visible crosswalk markings, is generally sufficient in calming traffic around schools such that crossing guards may not always be needed to supplement the traffic control signs. However, due to driver behavior in River Forest, crossing guards have been posted at all-way stop controlled intersections near Willard Elementary School (Division/Lathrop), Lincoln Elementary School (Park/Oak), and Roosevelt Middle School (Oak/Lathrop, Oak/Jackson).

KLOA concurs with keeping the crossing guards at the corners of the primary school sites until additional safety measures are installed and monitored for effectiveness. These include all locations noted above except for the Division Street/Lathrop Avenue intersection. The safety measures are listed below and are aimed at reinforcing the stop controls and modifying driver behavior. If the measures prove effective, consideration could be given to removing some or all of the crossing guards. The measures should also be installed at the intersection of Division Street/Lathrop Avenue where the guard is recommended to be relocated to the southeast corner of the Willard Elementary School block at Division Street/Ashland Avenue, as discussed below.

- Using In-Street School Crossing signs
- Replacing the stop signs with stop signs that feature flashing LED lighting around the frame
- Installing red retroreflective panels within the stop sign posts
- Reconstructing the intersection as a raised intersection with different pavement treatment

Survey responses and discussions with the River Forest Police Department suggested consideration for posting additional crossing guards at the four intersections of Hawthorne Avenue and Central Avenue with Franklin Avenue and Ashland Avenue due to the limited sight lines at the railroad underpass and the volume of traffic and pedestrian activity. Consideration should first be given to reinforcing the all-way stop controls at these intersections with measures aimed at modifying driver behavior. The intersections could then be monitored to determine if the measures have been effective, if additional measures are needed, or if crossing guards should be deployed. Enhancement options could include:

- Installing high-visibility crosswalks across the SWRTS paths on Central and Hawthorne
- Using In-Street School Crossing signs on the crosswalks
- Replacing the stop signs with stop signs that feature flashing LED lighting around the frame
- Installing red retroreflective panels within the stop sign posts
- Posting of convex mirrors to improve sight lines from acute angles
- Improving the lighting under the viaducts

Survey responses also requested consideration for posting a crossing guard on Park Avenue at Greenfield Street. As noted above, the one-way stop controls at this intersection are recommended to be upgraded to all-way stop control at the east leg of Greenfield Street, which should improve pedestrian safety crossing Park Avenue. The intersection could then be monitored to determine if the measure has been effective, if additional measures are needed, or if a crossing guard should still be considered.

Recommendation:

- *Maintain crossing guard, install additional safety measures, and monitor Oak Ave/Park Ave, Oak Ave/Lathrop Ave, and Oak Ave/Jackson Ave*
- *Relocate crossing guard at Division/Lathrop to Division/Ashland, install additional safety measures at Division/Lathrop, and monitor*
- *Install additional safety measures and monitor Hawthorne Ave/Franklin Ave, Hawthorne Ave/Ashland Ave, Central Ave/Franklin Ave, Central Ave/Ashland Ave*
- *Install all-way stop control on east leg of Park Ave/Greenfield St and monitor*



Red Retroreflective Sign Post Inserts



LED-Enhanced Stop Signs


Source: Google

Raised Intersections


Convex Safety Mirrors


LED Underpass Lighting

Source: gklighting.co

Two-Way Stop Controlled Intersections

Crossing guards are also located at two-way stop-controlled intersections near Lincoln Elementary School (Lake Street/Park Avenue, Lake Street/Franklin Avenue, Oak Avenue/Franklin Avenue), Willard Elementary School (Division Street/Franklin Avenue), Roosevelt Middle School (Chicago Street/Jackson Avenue, Oak Avenue/Ashland Avenue), and St. Luke Parish School (Lake Street/Ashland Avenue). All intersections are at the corners of school sites with the exception of the Oak/Ashland intersection. Two-way stop-controlled intersections are the most critical for use of crossing guards as they assist students across the uncontrolled intersection approaches.

Ideally there would be all-way stop control (or traffic signal control) at the intersections on all four corners of the block surrounding a primary school. However, there are instances where the needs of the motoring public must be balanced with the needs of pedestrians, particularly along arterial streets like Lake Street that serve as primary vehicular travelways through the Village where vehicular flow is controlled with traffic signals. There are also locations in close proximity to traffic-signal controlled intersections where traffic stacking at an all-way stop controlled intersection could impede traffic movements through the signalized locations, such as the Division Street/Chicago Avenue intersection.

Streets of lower functional classification typically traverse residential neighborhoods, such as Division Street (collector street) and Oak Avenue, Franklin Avenue and Ashland Avenue (all local streets). The intersection traffic controls on these lower volume streets can be modified around school sites to balance traffic efficiency and pedestrian safety.

The current two-way stop control is recommended to be converted to all-way stop control at the Oak Avenue/Franklin Avenue intersection, located at the northeast corner of the block surrounding Lincoln Elementary School, and at the intersection of Division Street/Franklin Avenue, at the southwest corner of the block surrounding Willard Elementary School.

Based on the distance from Willard Elementary School, consideration should be given to relocating the crossing guard at the Division Street/Lathrop Avenue intersection to the Division Street/Ashland Avenue intersection. Other measures could be implemented at Division Street/Lathrop Avenue to maintain safety for student crossings, as noted previously.

Based on the distance from Willard Elementary School and Roosevelt Middle School, consideration should also be given to removing the crossing guard at the Oak Avenue/Ashland Avenue intersection and installing other measures to discourage student crossings of Oak Avenue at this location, maintain adequate sight lines, and calm traffic flows from St. Luke Parish School. The intersection could then be monitored to determine if the measures have been effective, if additional measures are needed, or if the guards should be redeployed. Measures could include:

- Removing the high-visibility crosswalks across the uncontrolled Oak Avenue approaches
- Installing high-visibility crosswalks on the stop-controlled Ashland Avenue approaches
- Posting of signs prohibiting stopping, standing, parking within 20 feet of the intersection
- Installing signage reinforcing the Oak Avenue crossing location at Lathrop Avenue or Franklin Avenue where crossing guards are stationed
- Using In-Street School Crossing signs on the Ashland Avenue crosswalks
- Installing flashing LED lighting around the stop sign frames and Do Not Enter signs (on timers during school hours)
- Installing red retroreflective panels within the stop sign posts

Recommendation:

- *Maintain crossing guard at Lake St/Park Ave, Lake St/Franklin Ave, Lake Street/Ashland Ave, and Chicago Ave/Jackson Ave*

- *Maintain crossing guard and install all-way stop control at Oak Ave/Franklin Ave and Division St/Franklin Ave*
- *Remove crossing guard at Oak Avenue/Ashland Avenue and install and monitor other safety measures to discourage crossings of Oak Avenue at Ashland*
- *Relocate crossing guard from Division/Lathrop to Division/Ashland*

Roosevelt Middle School Driveway Intersections

Crossing guards are also located at both Roosevelt Middle School access driveways on Lathrop Avenue. These are additional locations where other measures could be installed to increase pedestrian safety and motorist awareness in place of the crossing guards. Again, the driveways could then be monitored to determine if the measures have been effective, if additional measures are needed, or if the crossing guards should be redeployed. The measure could include:

- Installing high-visibility crosswalks across the driveway aprons on Lathrop Avenue
- Using In-Street School Crossing signs on the driveways
- Installing stop signs that feature flashing LED lighting around the frame on the driveway exits
- Installing red retroreflective panels within the stop sign posts

Recommendation:

- *Remove crossing guard at Roosevelt Middle School driveways and install and monitor other safety measures*

Proposed Changes in Crossing Guard Policies

The crossing guards' principle objective should be to safely guide students across the street. Where possible, traffic should be stopped in sequence with nearby traffic signals such that traffic delays at the crossing guards' intersection are minimized. However, the guards should at no time take on the role of a traffic management officer. Several survey responses were received advising that the crossing guards were significantly and unnecessarily delaying traffic movements, particularly along Lake Street.

Observations of Crossing Guard Activity

Field observations conducted by KLOA along Lake Street during the weekday peak hours of school traffic activity indicated that traffic congestion from the school crossings exists for the following reasons:

- Lincoln Elementary School crossing guards at Park Avenue and Franklin Avenue do not stop traffic on Lake Street for pedestrian crossings in concert with each other, causing concurrent traffic queues on Lake Street between the two intersections.
- Lincoln Elementary School crossing guards do not stop traffic on Lake Street for pedestrian crossings in concert with the St. Luke Parish crossing guard at Ashland Avenue, causing Lake Street traffic queues between Franklin Avenue and Ashland Avenue.

- St. Luke Parish crossing guard at Ashland Avenue at times stops traffic on Lake Street for pedestrian crossings when Lake Street receives the green indication at the Lathrop Avenue traffic signal causing Lake Street traffic queues that extend back to the Lathrop intersection.
- St. Luke Parish crossing guard at Ashland Avenue also stops traffic on Lake Street to allow northbound vehicles on Ashland Avenue to turn left onto Lake Street or continue north on Ashland Avenue, and eastbound vehicles on Lake Street to turn left onto Ashland Avenue.
- School-related traffic queues extended along Lake Street from Park Avenue through Lathrop Avenue and along southbound Lathrop Avenue between Oak Avenue and Hawthorne Avenue.

Based on the above observations, the following policies are recommended for school crossing guards to better balance pedestrian safety and traffic flow. The guards should receive periodic training to reinforce these policies.

Recommended Crossing Guard Policies

1. Lincoln Elementary School crossing guards on Lake Street at Park Avenue and Franklin Avenue should coordinate the times in which traffic is stopped on Lake Street for pedestrian crossings.
2. Lincoln Elementary School crossing guards on Oak Avenue at Park Avenue and Franklin Avenue should coordinate the times in which traffic is stopped on Oak for pedestrian crossings.
3. Roosevelt Middle School crossing guards on Oak Avenue at Lathrop Avenue and Jackson Avenue should coordinate the times in which traffic is stopped on Oak Avenue for pedestrian crossings.
4. Roosevelt Middle School crossing guards on Chicago Avenue at Jackson Avenue should coordinate the times in which traffic is stopped on Chicago Avenue with the north/south green phase at the Chicago Avenue/Lathrop Avenue intersection.
5. Willard Elementary School crossing guards on Division Street at Franklin Avenue and Ashland Avenue should coordinate the times in which traffic is stopped on Division Street for pedestrian crossings.
6. St. Luke Parish crossing guard on Lake Street at Ashland Avenue should coordinate the times that traffic is stopped on Lake Street with the north/south green phase at the Lake Street/Lathrop Avenue intersection.
7. Grace Lutheran School crossing guard on Division Street at Bonnie Brae should coordinate the times that traffic is stopped on Division Street with the north/south green phase at the Division Street/Harlem Avenue intersection.
8. Crossing guards should assist students across the street regardless of which school they attend.
9. Crossing guards should extend across the street centerline, at a minimum, while assisting students across the street.
10. Crossing guards should at no time direct traffic movements within the street.

6. Conclusions

This Safe Walking Routes to School (SWRTS) study has included an exhibit for each of the private and parochial primary schools in River Forest, and the River Forest Community Center, that can be used as a guide by students, parents and guardians to travel to school and the Community Center by the safest paths possible. Each exhibit provides a street map showing the recommended walking routes to the respective school or RFCC, which can be posted on the websites of the Village, RFCC and subject schools, displayed at the schools and RFCC, and incorporated into the parent/student handbooks.

Further, this study has identified several measures that can be implemented by the Village of River Forest to enhance safety at the street crossings along the school walking routes, including traffic control modifications, crosswalk marking installations, and pedestrian crossing signage. Many of these improvements address responses received from the survey.

This study has recommended two new locations for the posting of a crossing guard. One at Lake Street/Lathrop Avenue adjacent to the southeast corner of St. Luke Parish School for the same reasons as the guards currently posted at the other signalized intersections adjoining school blocks (road width, traffic volume and speeds). The other at Division Street/Ashland Avenue at the southeast corner of the Willard Elementary School block.

This study has also identified three locations were crossing guards could be removed in place of other alternatives to address student safety. One location is on Oak Avenue at Ashland Avenue where there are no recommended walking routes that cross Oak Avenue at this location. Another location is at Division Street/Lathrop Avenue, where the crossing guard would be relocated to Division Street/Ashland Avenue, closer to Willard Elementary School. The third location is at the Roosevelt Middle School access driveways off Lathrop Avenue. At all three locations, the recommended measures should be monitored to determine if they have been effective, if additional measures are needed, or if the crossing guards should be redeployed.

Lastly, policies have been recommended for school crossing guards to follow to better balance pedestrian safety and traffic flow.

Appendix

SWRTS Exhibits

Lincoln Elementary School
Willard Elementary School
Roosevelt Middle School
Grace Lutheran School
St. Luke Parish School
St. Vincent Ferrer Catholic School
River Forest Community Center

Recommended Street Improvements

Resident/Parent Survey

SWRTS Exhibits

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.

SCALE: N.T.S.

THATCHER WOODS
THATCHER WOODS GLEN
HAL TYRRELL TRAILSIDE MUSEUM
CENTENNIAL PARK
G.A.R. WOODS
DES PLAINES RIVER
THOMAS JEFFERSON WOODS
CHICAGO AVENUE
CENTENNIAL PARK
ROOSEVELT MIDDLE SCHOOL
OAK AVENUE
RIVER FOREST TENNIS CLUB
QUICK AVENUE
FIRST PRESBYTERIAN CHURCH
HOLLY COURT
CUMMINGS SQUARE
HARLEM
RIVER FOREST TOWN CENTER
POST OFFICE
CENTRAL AVENUE
LAKE STREET
JEWEL–OSCO
LINCOLN ELEMENTARY SCHOOL
ST LUKE PARISH SCHOOL
UNITED METHODIST CHURCH
KEYSTONE PARK
VILLAGE HALL
HAWTHORNE AVENUE
WASHINGTON BOULEVARD
WASHINGTON COMMONS PARK
WASHINGTON CIRCLE PARK
RIVER FOREST COMMUNITY CENTER
LINDEN STREET
MADISON STREET
VINE STREET
RIVER OAKS DR
LAUREL PL
GOODWILL
PICUS
THATCHER
KEYSTONE
FOREST
PARK
FRANKLIN
ASHLAND
LATHROP
MONROE
WILLIAM
GALE
ONE-WAY

LEGEND

- SCHOOL WALKING ROUTE
- TRAFFIC SIGNAL
- STOP SIGN
- LED ENHANCED STOP SIGN
- YIELD SIGN
- CROSSING GUARD
- STANDARD CROSSWALK
- HIGH VISIBILITY CROSSWALK
- ONE-WAY STREET ALL TIMES
- ONE-WAY STREET SCHOOL HOURS ONLY 7:30 AM-4:00 PM
- SCHOOL ATTENDANCE BOUNDARY

FINAL

INCORPORATED 1880 RIVER FOREST *Proud Heritage Bright Future*

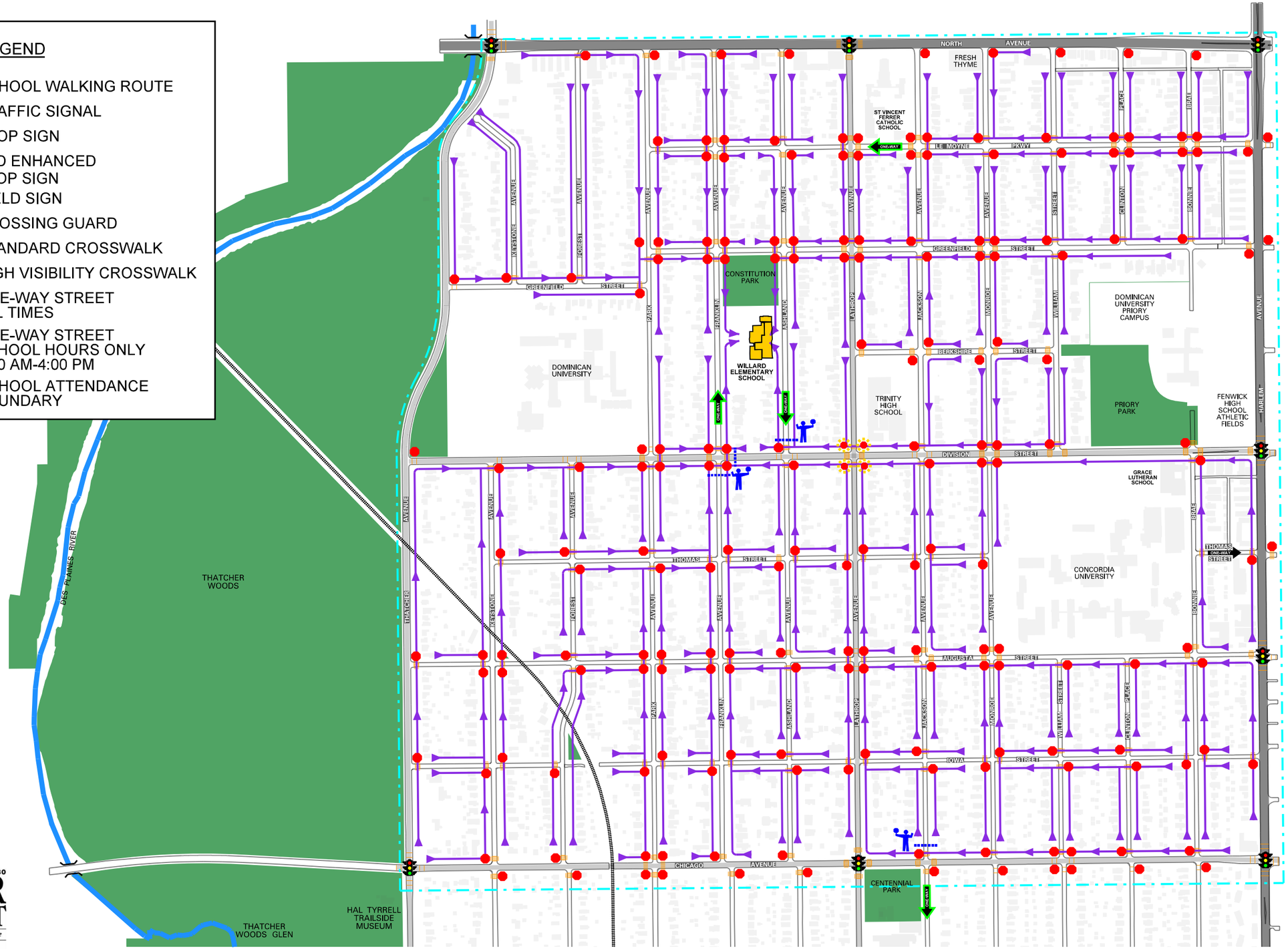
River Forest Public Schools

LINCOLN ELEMENTARY SCHOOL – SAFE WALKING ROUTES TO SCHOOL

LEGEND

- SCHOOL WALKING ROUTE
- TRAFFIC SIGNAL
- STOP SIGN
- LED ENHANCED STOP SIGN
- YIELD SIGN
- CROSSING GUARD
- STANDARD CROSSWALK
- HIGH VISIBILITY CROSSWALK
- ONE-WAY STREET ALL TIMES
- ONE-WAY STREET SCHOOL HOURS ONLY 7:30 AM-4:00 PM
- SCHOOL ATTENDANCE BOUNDARY

SCALE: N.T.S.



FINAL

INCORPORATED 1880 RIVER FOREST *Proud Heritage Bright Future*

River Forest Public Schools

WILLARD ELEMENTARY SCHOOL – SAFE WALKING ROUTES TO SCHOOL

LEGEND

- SCHOOL WALKING ROUTE
- TRAFFIC SIGNAL
- STOP SIGN
- LED ENHANCED STOP SIGN
- CROSSING GUARD
- STANDARD CROSSWALK
- HIGH VISIBILITY CROSSWALK
- ONE-WAY STREET ALL TIMES
- ONE-WAY STREET SCHOOL HOURS ONLY 7:30 AM-4:00 PM

SCALE: N.T.S.

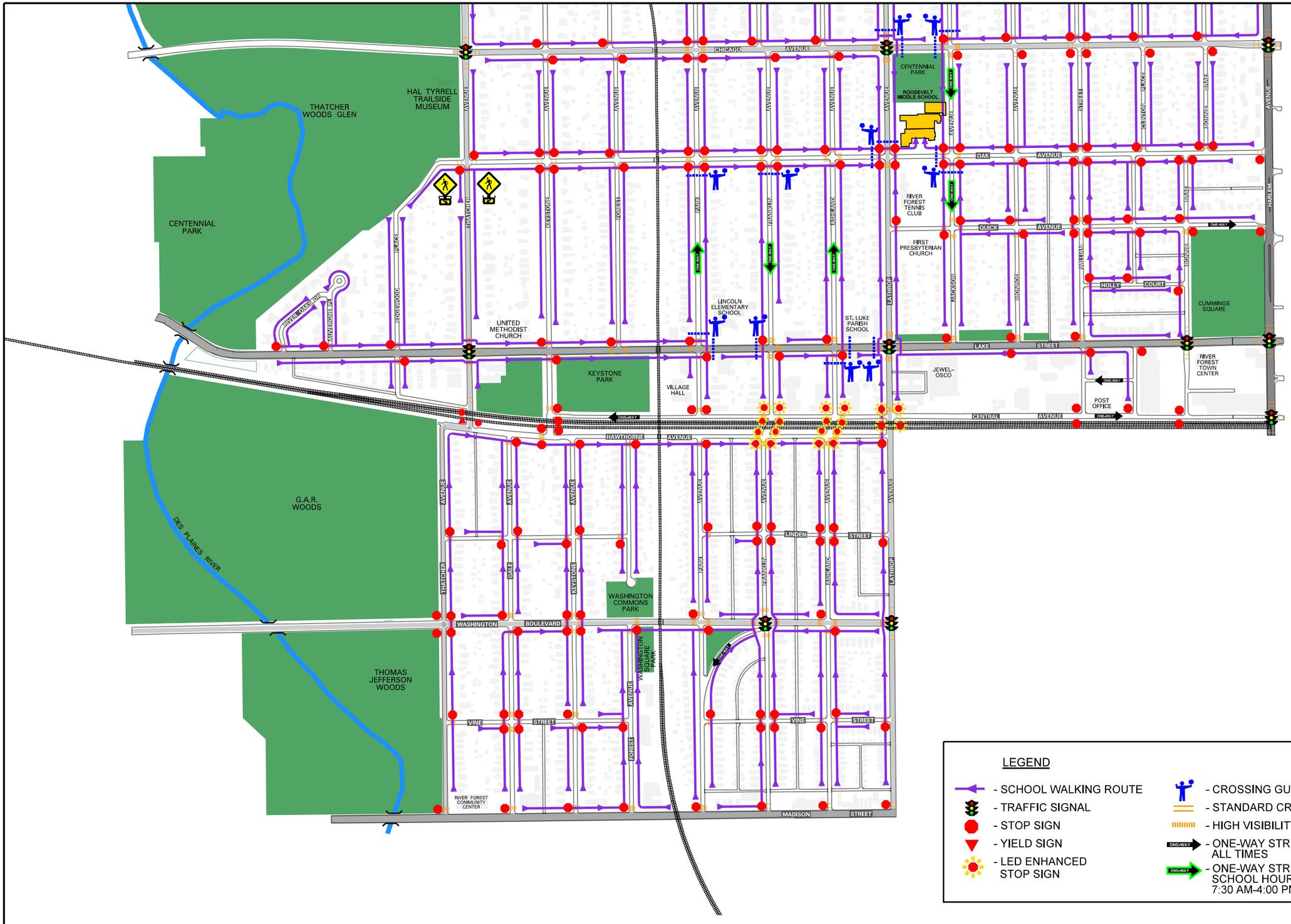
FINAL

INCORPORATED 1880 RIVER FOREST
Proud Heritage Bright Future

River Forest Public Schools

ROOSEVELT MIDDLE SCHOOL (NORTH) – SAFE WALKING ROUTES TO SCHOOL

SCALE: N.T.S.



LEGEND

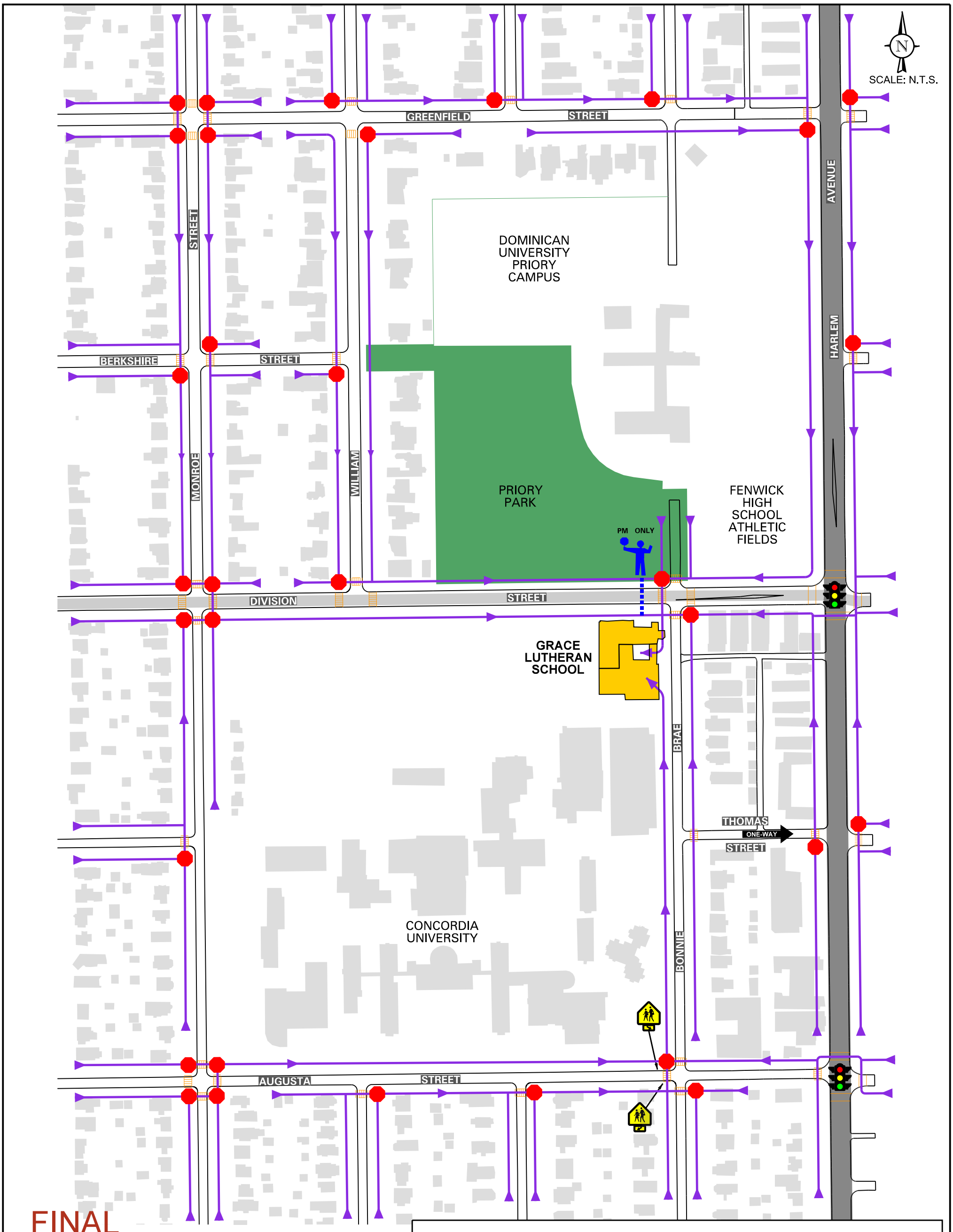
- SCHOOL WALKING ROUTE
- TRAFFIC SIGNAL
- STOP SIGN
- YIELD SIGN
- LED ENHANCED STOP SIGN
- CROSSING GUARD
- STANDARD CROSSWALK
- HIGH VISIBILITY CROSSWALK
- ONE-WAY STREET ALL TIMES
- ONE-WAY STREET SCHOOL HOURS ONLY 7:30 AM-4:00 PM

FINAL

INCORPORATED 1880 RIVER FOREST *Proud Heritage Bright Future*

River Forest Public Schools

ROOSEVELT MIDDLE SCHOOL (SOUTH) – SAFE WALKING ROUTES TO SCHOOL



FINAL

River Forest Public Schools

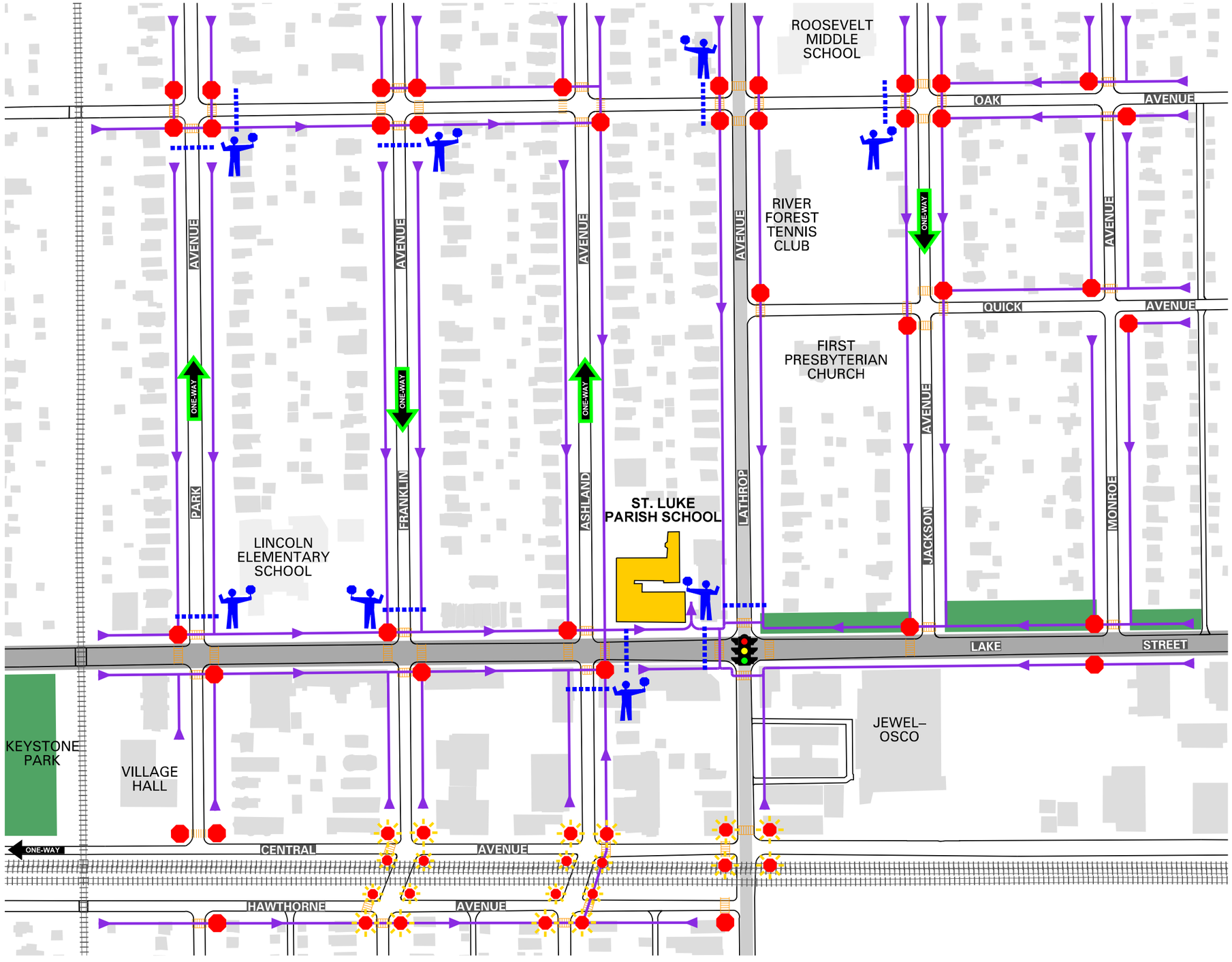
LEGEND

- SCHOOL WALKING ROUTE
- TRAFFIC SIGNAL
- STOP SIGN
- CROSSING GUARD
- STANDARD CROSSWALK
- HIGH VISIBILITY CROSSWALK
- ONE-WAY STREET ALL TIMES

GRACE LUTHERAN SCHOOL – SAFE WALKING ROUTES TO SCHOOL

LEGEND

- SCHOOL WALKING ROUTE
- TRAFFIC SIGNAL
- STOP SIGN
- LED ENHANCED STOP SIGN
- CROSSING GUARD
- STANDARD CROSSWALK
- HIGH VISIBILITY CROSSWALK
- ONE-WAY STREET SCHOOL HOURS ONLY 7:30 AM-4:00 PM



N

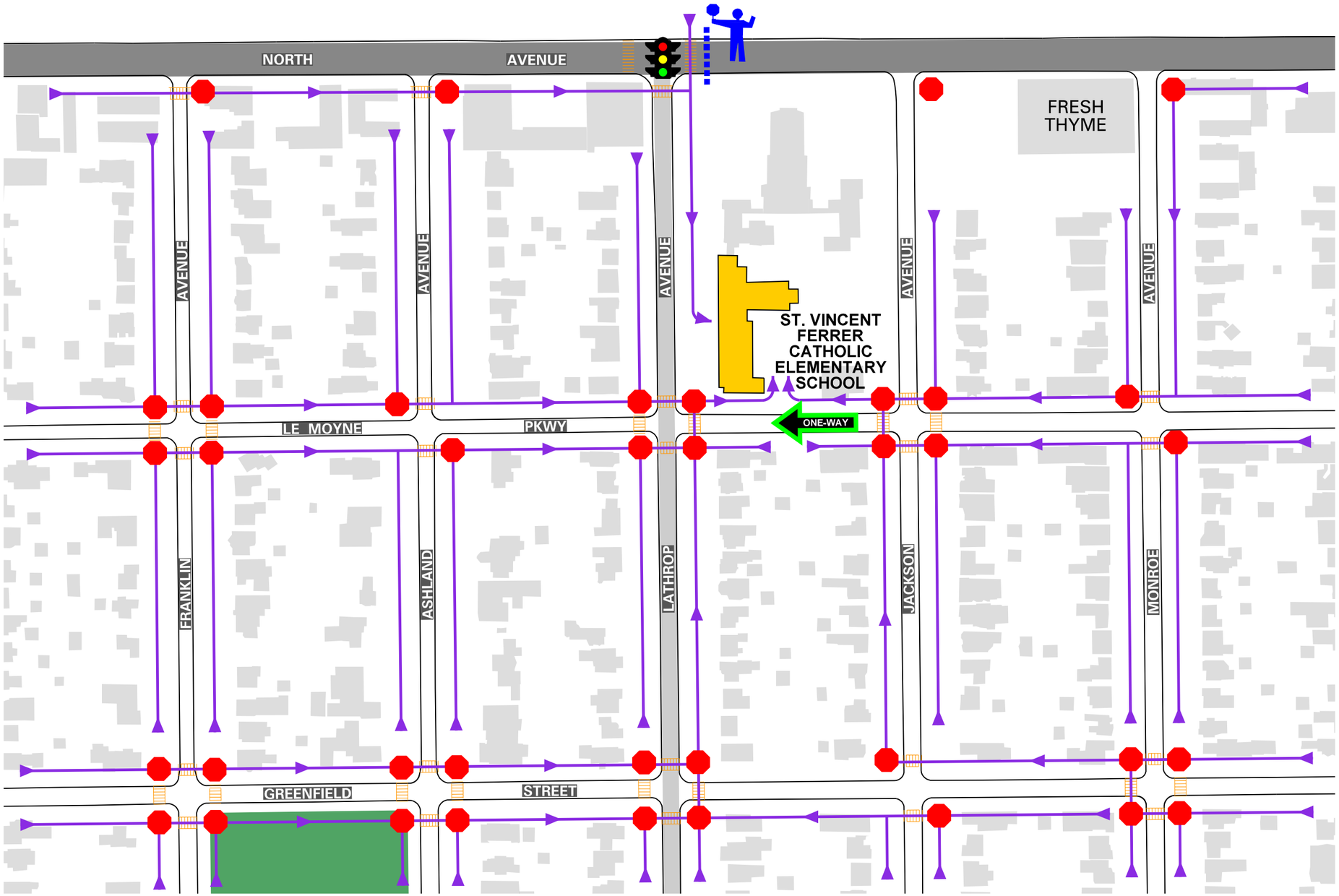
SCALE: N.T.S.

FINAL

INCORPORATED 1880 RIVER FOREST *Proud Heritage Bright Future*

River Forest Public Schools

ST. LUKE PARISH SCHOOL – SAFE WALKING ROUTES TO SCHOOL



SCALE: N.T.S.

FINAL

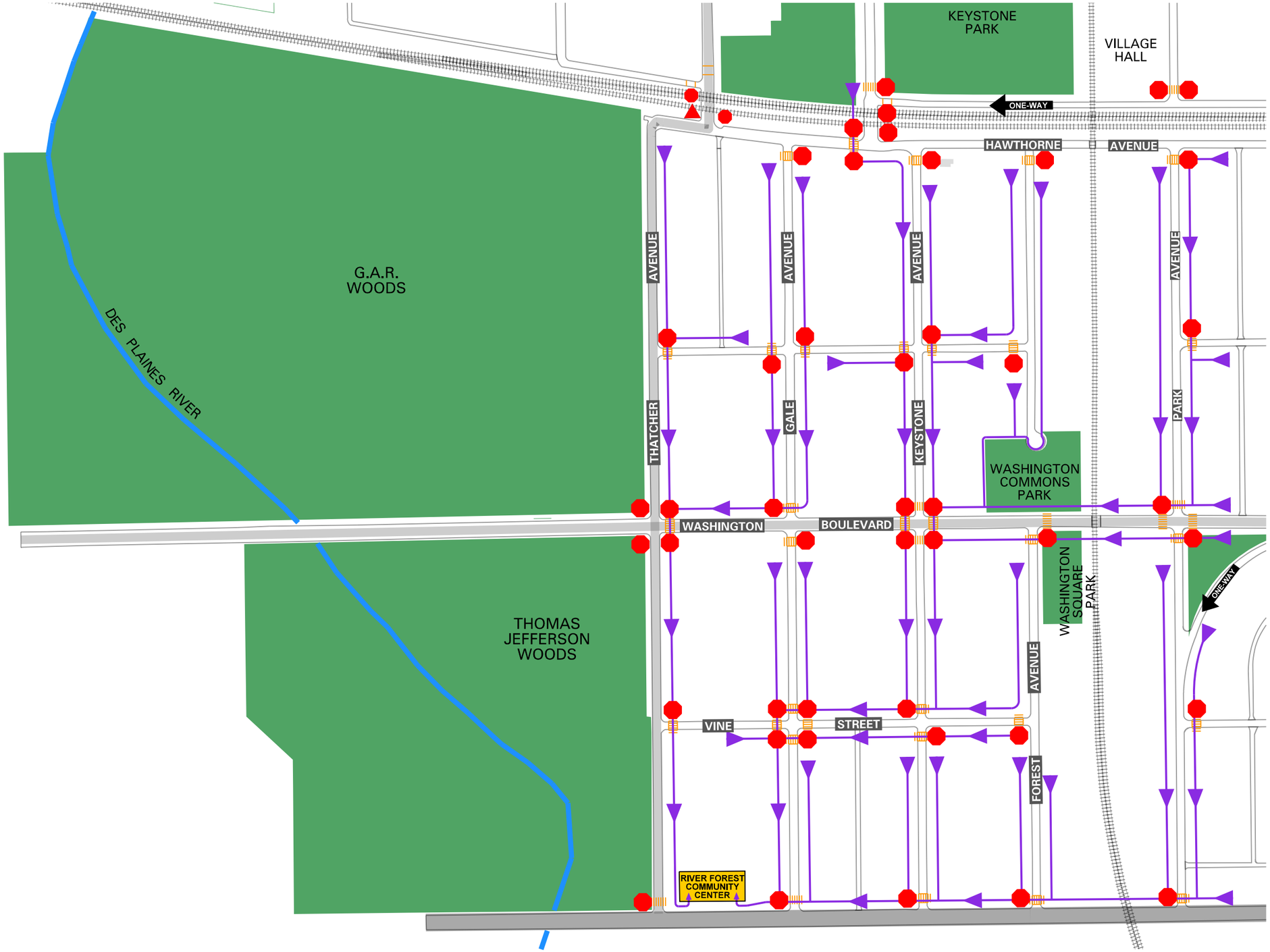
LEGEND

- SCHOOL WALKING ROUTE
- TRAFFIC SIGNAL
- STOP SIGN
- CROSSING GUARD
- STANDARD CROSSWALK
- HIGH VISIBILITY CROSSWALK
- ONE-WAY STREET SCHOOL HOURS ONLY 7:30 AM-4:00 PM

River Forest Public Schools

INCORPORATED 1880 RIVER FOREST Proud Heritage Bright Future

ST. VINCENT FERRER CATHOLIC ELEMENTARY SCHOOL – SAFE WALKING ROUTES TO SCHOOL



LEGEND

- SCHOOL WALKING ROUTE
- STOP SIGN
- EXISTING YIELD SIGN
- STANDARD CROSSWALK
- HIGH VISIBILITY CROSSWALK
- ONE-WAY STREET ALL TIMES

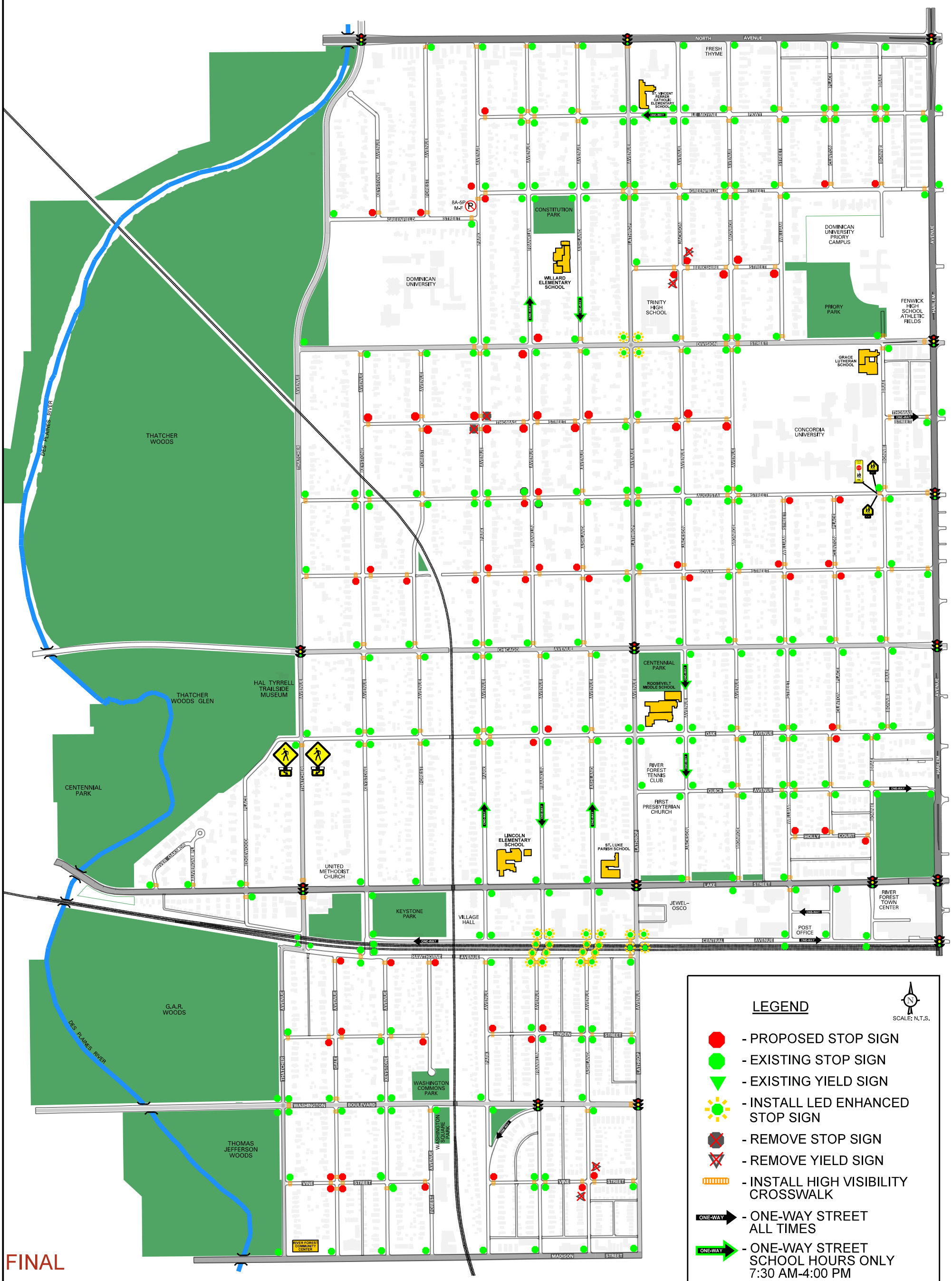
SAFE WALKING ROUTES TO THE RIVER FOREST COMMUNITY CENTER

FINAL

INCORPORATED 1880 RIVER FOREST Proud Heritage Bright Future

River Forest Public Schools

Recommended Street Improvements



FINAL

River Forest Public Schools

RIVER FOREST SCHOOLS – RECOMMENDED STREET IMPROVEMENTS

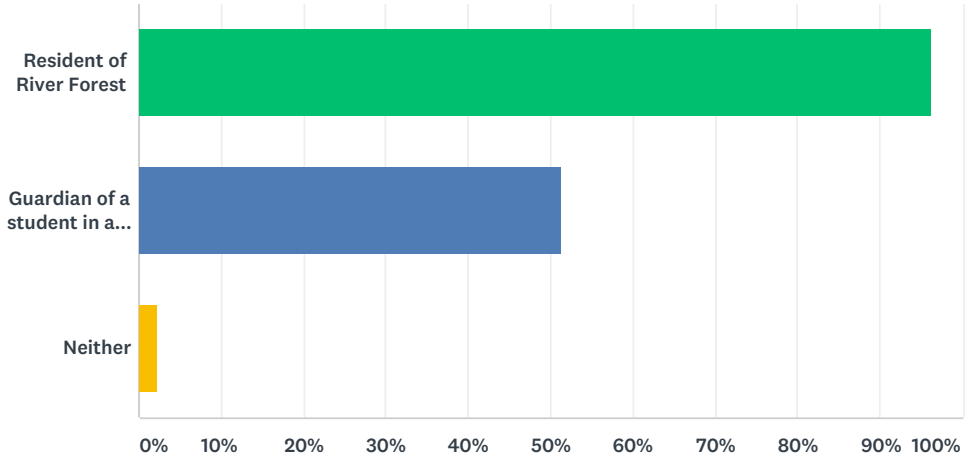
Resident/Parent Survey

FINAL
Safe Walking Routes to School Plan
River Forest, Illinois

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.

Q1 Are you a: (Check all that apply)

Answered: 312 Skipped: 0



ANSWER CHOICES	RESPONSES	
Resident of River Forest	96.15%	300
Guardian of a student in a school in River Forest	51.28%	160
Neither	2.24%	7
Total Respondents: 312		

Q2 If not a guardian of a student in a school in River Forest, please feel free to provide any general comments on the safety of walking routes to the schools, then please skip to question 10.

Answered: 51 Skipped: 261

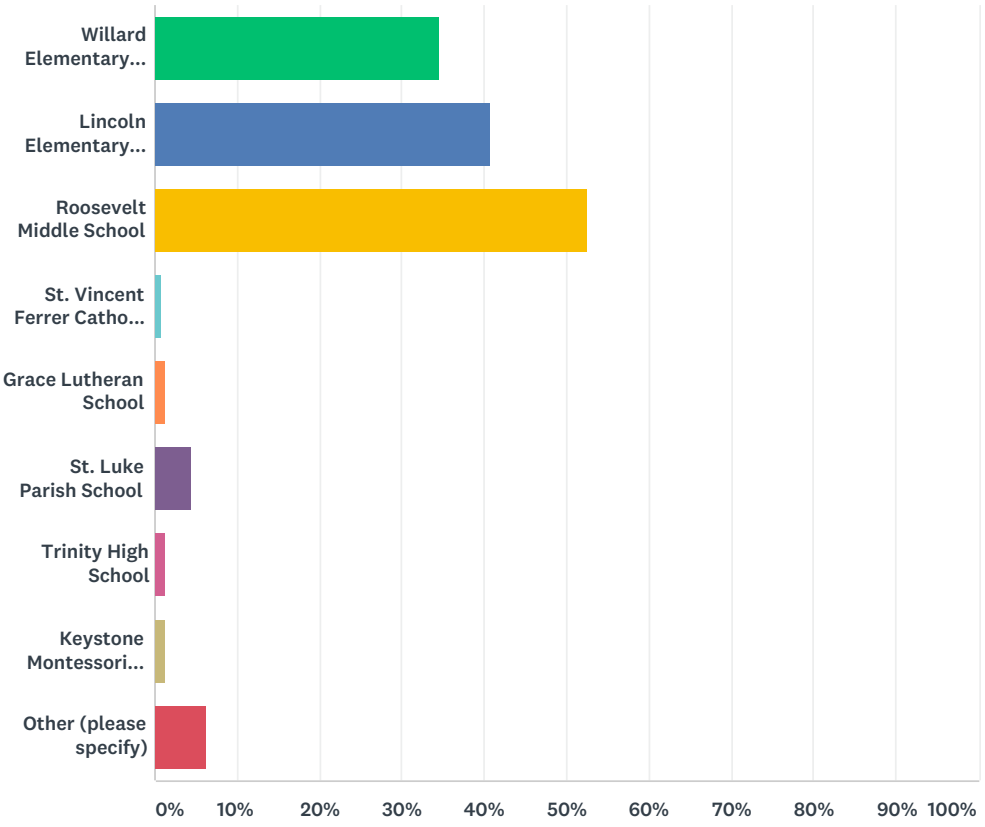
#	RESPONSES	DATE
1	Since the bump outs on Lake steeet were configured many car owners avoid Lake street and use Oak street as an alternative. Much more car teaffic going at high speeds	5/22/2018 7:02 AM
2	#1 problem: drivers drive too fast everywhere in RF. #2 problem: cell phone and texting in school zones.	5/19/2018 6:16 PM
3	My kids walk and ride their bikes from Linden and Park to Lincoln and Roosevelt everyday. Hawthorne is very dangerous and cars are going over the speed limit and not fully stopping at the stop sign. The same is true on Central and Franklin Ave. The Village should install speed cameras that monitor during school hours, and mimic the city of Chicago's speed cameras by schools.	5/18/2018 3:50 PM
4	Thatcher crossing on Oak St is not pedestrian or bike friendly. There are lots of pedestrians and cyclists, including lots of kids, that cross that intersection to go to school or visit the forest preserve. Would be great to have a yellow light that could be activated by pedestrians as needed when crossing Thatcher.	5/15/2018 2:18 PM
5	This issue is not applicable to me.	5/15/2018 11:25 AM
6	I believe that students and parents are unlikely to walk any route other than what is most convenient or pleasant and I doubt this new map will have an impact.	5/14/2018 8:42 PM
7	I'm concerned about inattentive drivers hitting our child when he walks and/or rides his bike to school.	5/14/2018 8:09 PM
8	parent	5/11/2018 9:39 AM
9	I think it would be great to have the flashing stop signs in more areas close to schools. I feel like you have to be very cautious even at 4 way stops. Some 4 way crosses don't have any stop signs which is very unsafe	5/11/2018 6:20 AM
10	the intersection of washington and vine is not safe, needs a stop sign	5/10/2018 8:35 PM
11	Cars drive too fast and people are on their phones. There are unprotected intersections where a child can easily get hit if a car isn't paying attention.	5/10/2018 3:14 PM
12	I wish there was a crossing guard at Lake and Lathrop.	5/10/2018 10:11 AM
13	A mapped route available at Schools and Community Center, Banks and Food Markets would be nice and informative.	5/10/2018 9:14 AM
14	I would hope that crossing guards have training to alert them to the safety of the children as well as the safety of the vehicle traffic... the St Luke crossing guards on Lake St don't seem to realize that they significantly impact the Lake St vehicle traffic and make the situation less safe	5/10/2018 8:18 AM
15	Intersection at Franklin and Lake needs to be a 4-way stop. Intersections around the 800 blocks that have no stop sign in any direction are dangerous.	5/9/2018 7:38 PM
16	The turns from Franklin on to Lake st. need to be right turn only.	5/9/2018 6:38 PM
17	N/a	5/9/2018 6:00 PM
18	The biggest danger in River Forest are parent drivers who are in a hurry to get their kids to school. Those students that walk need to make sure they not only stop at the corner but wait to cross the street if there is a car coming, even if there is a stop sign!	5/9/2018 5:06 PM
19	Still trying to figure that out, but always walk in groups.	5/9/2018 4:47 PM
20	My children, when they attended Lincoln and Roosevelt walked to school each day. I had them walk on Lake Street because that's where the crossing guards were but there was not one at Lake and Lathrop. I walked my children to and from school every day because I was concerned about their safety. Once they were in Roosevelt, they were down the street so I let them walk alone.	5/9/2018 4:14 PM

21	I believe there should be someone to help cross the children at Franklin Ave between Central and Hawthorne Ave	5/9/2018 3:38 PM
22	There are many intersections w no stop signs at all. If cars are not familiar w River Forest, they speed right through causing potential danger to any walkers in the vicinity	5/9/2018 3:04 PM
23	Crossing all uncontrolled intersections is very dangerous for all students on bikes and walking. I have seen many near misses.	5/9/2018 2:49 PM
24	I am a guardian.	5/9/2018 2:43 PM
25	I would love to encourage students to only use controlled intersections when they are walking. As a side note, I think that it's still shocking that the village has uncontrolled intersections at all. It would slow down drivers and also ensure that every intersection is safer.	5/9/2018 2:33 PM
26	Very busy traffic on Lake Street at any of the crossing from South to North. Impatient and dangerous behavior of drivers.	5/9/2018 2:31 PM
27	I have concerns about crossing Thatcher at Oak Street. I think there should be a pedestrian crossing with flashing lights.	5/9/2018 2:23 PM
28	We live south of train. Crossing Washington is hazardous, mostly due to cross town (non-resident) traffic. Speeding and disregard to crosswalks are the major issues.	5/9/2018 2:19 PM
29	There is not enough police present during the commute to and from school. Traffic speeds right by our kids	5/9/2018 2:09 PM
30	NA	5/9/2018 2:07 PM
31	Generally good but the intersection of Division and Lathrop is troublesome.	5/9/2018 2:05 PM
32	I live at 319 Keystone and cars zoom by at speeds upwards of 40mph at all times of the day. Currently there is no stop sign at the intersection of Keystone and Hawthorne so it enhances people’s ability to speed and not stop or pause for pedestrians. There are a number of children who take this route to Lincoln Elementary school both walk and bike and it is my fear that someone willl get hit.	5/9/2018 1:23 PM
33	Corner of Keystone and Hawthorne needs a stop sign.	5/9/2018 12:08 PM
34	My last child just graduated and had 2 attend over the years. Our home is central to all schools. My thoughts are the current routes are safe. Creating new routes in no way guarantees students will use them. Start ticketing all the parents dropping off students who continue to roll through stop signs and talk on phones.	5/9/2018 9:15 AM
35	We need a stop sign at Hawthorne and Keystone. Cars are always rolling through and I have a young child just getting ready to start walking on her own. I don't feel that she is completely safe with the heavy traffic that we have on Keystone and Hawthorne	5/9/2018 8:38 AM
36	In general students should only cross at designated crosswalks and stoplights. There are too many intersections with no stop signs or signals in either direction	5/8/2018 10:09 PM
37	Many east-west streets in the village have become difficult to cross during rush hour - Chicago, Lake, Augusta, Division, etc.	5/8/2018 7:08 PM
38	Students cross Thatcher at Oak Ave. on their way primarily to Roosevelt (sometimes to Lincoln as well) this is a busy intersection for both students and others and there is no cross walk It's a dangerous corner for crossing on foot at times (cars often are going over the 25mph speed limit on Thatcher).	5/8/2018 9:51 AM
39	2-year old and 4-year old who walk to playgrounds daily	5/8/2018 6:25 AM
40	I would think that if a student stayed off of Harlem avenue or the alley behind it, any route in RF should be safe.	5/7/2018 11:28 PM
41	Na	5/7/2018 10:46 PM
42	Our children only recently graduated from the RF school system. We asked them to only cross the busiest streets where there were stop signs or lights. And, told them to think of everyone driving a car as an idiot, i.e. they were responsible for keeping themselves safe not the driver of the car.	5/7/2018 8:48 PM
43	I am a parent of a preschooler and live very close to Lincoln, St.Lukes, and Roosevelt. I find it very unsafe that there are no stop signs along Oak so close to both schools. I know that new crosswalk signs were put up, but there’s no reason not to have a stop sign to slow down traffic.	5/7/2018 6:22 PM
44	Need crosding guard/stop digns at Franklin and Oak	5/7/2018 5:39 PM
45	The crossing at Park and Greenfield is very dangerous, with students from Dominican University speeding down Park.	5/7/2018 5:04 PM

46	I think there are some intersections that are a bit dangerous due to cars not fully coming to a stop and several that have no signals (no yield or stop signs) in any direction, that should have something posted.	5/7/2018 4:32 PM
47	Drivers drive very fast and speed through stop signs in all parts of the villages including where children walk to school.	5/7/2018 3:48 PM
48	There needs to be clear choice of the safest way to school	5/7/2018 2:24 PM
49	I have a four year old who will attend Lincoln eventually. As well as a one year old. We do walk to Lincoln from our house for sports practice. And I also ride my bike everywhere with both of them in a burley attached to my bike.	5/5/2018 9:10 AM
50	The traffic light at Franklin and Washington is way too short for people trying to cross Washington.	5/5/2018 8:29 AM
51	Crosswalks need to be marked so students from the west side of River Forest can safely cross Thatcher Ave and other busy streets.	5/4/2018 11:38 PM

Q3 If you are a student guardian, which school(s) do they attend? (Check all that apply)

Answered: 255 Skipped: 57



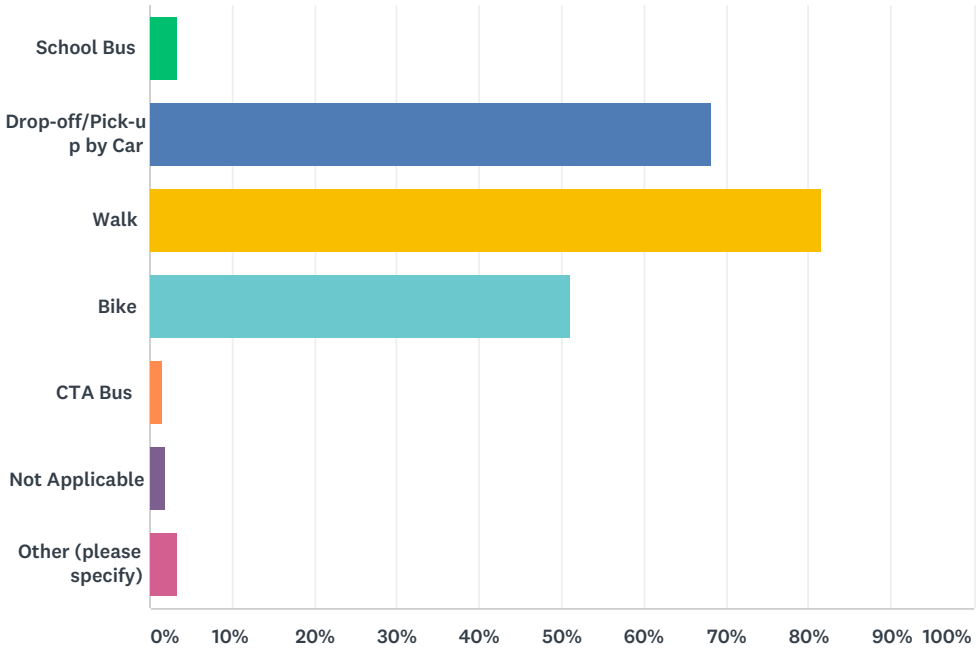
ANSWER CHOICES	RESPONSES	
Willard Elementary School	34.51%	88
Lincoln Elementary School	40.78%	104
Roosevelt Middle School	52.55%	134
St. Vincent Ferrer Catholic School	0.78%	2
Grace Lutheran School	1.18%	3
St. Luke Parish School	4.31%	11
Trinity High School	1.18%	3
Keystone Montessori School	1.18%	3
Other (please specify)	6.27%	16
Total Respondents: 255		

#	OTHER (PLEASE SPECIFY)	DATE
1	Concordia preschool	5/19/2018 12:20 PM
2	Concordia ECEC	5/18/2018 5:06 PM
3	Concordia University Early Childhood Development Center	5/11/2018 9:50 AM
4	Glasser Preschool	5/10/2018 9:28 AM

5	Lincoln and Roosevelt	5/10/2018 8:03 AM
6	OPRFHS	5/9/2018 9:38 PM
7	Concordia for full day kindergarten	5/9/2018 4:16 PM
8	St Giles Dominican	5/9/2018 3:10 PM
9	And OPRF (not sure why this school isn't included. Our children and tax payer dollars go OPRF)	5/9/2018 2:36 PM
10	and pre-K at Concordia	5/9/2018 2:20 PM
11	River Forest Community Center	5/9/2018 1:23 PM
12	Oprf	5/9/2018 8:47 AM
13	RIver Forest Community Center	5/7/2018 10:23 PM
14	Oprf	5/7/2018 9:28 PM
15	Oak Park River Forest Highschool (even though not in RF kids still need to commute there!)	5/7/2018 4:20 PM
16	Mosaic Montessori Academy	5/7/2018 2:50 PM

Q4 How does your student normally travel to and from school? (Check all that apply)

Answered: 261 Skipped: 51



ANSWER CHOICES	RESPONSES	
School Bus	3.45%	9
Drop-off/Pick-up by Car	68.20%	178
Walk	81.61%	213
Bike	50.96%	133
CTA Bus	1.53%	4
Not Applicable	1.92%	5
Other (please specify)	3.45%	9
Total Respondents: 261		

#	OTHER (PLEASE SPECIFY)	DATE
1	I would like my children to bike, but I'm worried that it isn't safe.	5/10/2018 10:11 AM
2	Drop off	5/10/2018 8:03 AM
3	Scooter, rollerblade	5/9/2018 7:52 PM
4	Drive	5/9/2018 7:38 PM
5	We would prefer to bike to school (1 mile away is a long walk for little legs) if the District 90 policy did not strongly discourage younger grade students from biking.	5/9/2018 4:21 PM
6	After school goes to RFCC via bus	5/9/2018 4:16 PM
7	dropped off by parent - picked up by aftercare bus	5/9/2018 2:07 PM
8	Oprf gets a ride	5/9/2018 8:47 AM
9	Scooter	5/7/2018 2:50 PM

Q5 If you drive to/from school, are there any traffic conflicts or safety issues that you experience along the way? (please specify by location)

Answered: 185 Skipped: 127

#	RESPONSES	DATE
1	Frustrated drivers who get caught in the rush and then speed off after the stop sign at Lathrop and Oak.	5/19/2018 6:16 PM
2	Drop off lane on Franklin side is a disaster, buses park in the parent drop off lane	5/19/2018 1:07 PM
3	Washington Blvd at Park is a terrible intersection. Cars drive extremely fast from Keystone to franklin. Park Ave has become thru from Madison to Washington Blvd with many fast drivers. Crossing lake street at any interaction is always difficult at drop off and pick up tones due to traffic. My kids walk because of many blind spots along viaducts	5/19/2018 12:31 PM
4	Making a left turn from Lake to Lincoln school	5/19/2018 12:20 PM
5	We typically don't drive. My only concern is underpass on Franklin. People heading from west don't look for kids that are heading north from south RF.	5/18/2018 7:17 PM
6	Some traffics congestion outside Willard but nothing major	5/18/2018 5:06 PM
7	I don't drive because it is faster to walk.	5/18/2018 3:50 PM
8	The Willard and Roosevelt pickups/dropoffs are congested messes. Willard in particular has declined over the years, and was much better when Ms. Brownlow policed it. There needs to be some authority present at Willard - it doesn't need to be each and every day at all locations - but having someone out there regularly would be a great deterrent.	5/17/2018 5:20 PM
9	The new one way street arrangement around Jackson and Oak is really crazy. As is the lack of short-term parking options for pick-up and drop-off.	5/17/2018 2:46 PM
10	crazy/speeding on Lathrop between Augusta and Division.	5/16/2018 10:44 AM
11	The backup on Ashland especially at pickup is annoying and could be improved.	5/16/2018 8:59 AM
12	Ashland and Oak. The crossing guard is horrible and doesn't not seem to understand how to manage traffic. Intersection needs a 4 way stop sign !!! There is too much traffic and too many students walking for this intersection not to have a stop sign. Not safe for our kids !!!	5/15/2018 8:02 PM
13	Iowa no stop signs at Jackson Speed of cars around schools No street markings Need greater police presence to enforce parking restrictions	5/15/2018 6:08 PM
14	Confusion at Ashland/Oak re: one-way during school hours. Occasionally cars disregard one way which causes confusion for walkers. Intersection of Oak/Lathrop is challenging for walkers in general as cars do not generally give walkers right of way. Drivers please put your phones down.	5/15/2018 3:00 PM
15	Long waits to cross Thatcher on Oak St.	5/15/2018 2:18 PM
16	I drive to and from the Metra via Lake street. I notice cars going around cars waiting to make a left turn onto Park every day of the week. the new curbs are not helping. Someone will get hit.	5/15/2018 11:36 AM
17	People frequently let their children out of the car at the 4 way intersection of Lathrop and the road one block south of Chicago. Also, the intersections near the viaduct (Lathrop and North Blvd) are sometimes confusing for our child to determine if it's his turn to cross the street. He's not certain who has the right-of-way.	5/14/2018 8:09 PM
18	Crossing Division without Stop Sign at Franklin or Ashland.	5/14/2018 7:40 PM
19	no	5/14/2018 10:26 AM
20	Main issue is the traffic on Lake street if you are traveling from south River Forest. It is impossible to turn left or even cross the street going straight at Park so I usually take a route where I am only making right turns onto Lake.	5/14/2018 9:14 AM
21	crossing at lathrop and oak. Trying to turn left or go straight across at Lake and Franklin	5/13/2018 6:42 PM
22	Congestion	5/11/2018 9:50 AM
23	parents dont stop at stop signs or crosswalks parents block driveways	5/11/2018 9:39 AM

24	Since my child is a kindergartener, parking and walking him inside is always like a game of frogger in the morning. I feel the crossing guards do their best to control traffic.	5/11/2018 8:09 AM
25	We usually walk. They have to cross over division. I also think the exit off of Ashland and Division is dangerous with no stop sign or even someone temporarily allowing cars off the street.	5/11/2018 6:20 AM
26	Lake Street in the morning rush-hour can be challenging traffic	5/10/2018 8:42 PM
27	no	5/10/2018 8:35 PM
28	Lots of traffic at all times, of all types. Also, inconsiderate rushed parents dropping off/picking up kids who don't seem to believe that the rules apply to them.	5/10/2018 7:54 PM
29	no	5/10/2018 4:54 PM
30	Visibly from vehicles when turning on Lake and Franklin intersection with stopping traffic and students crossing.	5/10/2018 4:32 PM
31	Keystone and Hawthorne - there is no stop signs, thus cars do not come to a complete stop Keystone and Linden - There is no stop sign on Keystone, cars speed down Keystone between Washington and Hawthorne in an effort to park and catch the train.	5/10/2018 4:05 PM
32	N/A	5/10/2018 3:14 PM
33	I feel that there should be a also be crossing guard at the intersection of Division and Ashland. People in cars are in such a hurry that they don't always stop for walking/biking students or are not observant of walking/biking children.	5/10/2018 12:46 PM
34	Greenfield & Park is a dangerous intersection.	5/10/2018 11:54 AM
35	Transporting my kids to school and dropping them off has become safer since installation of traffic guards at intersections of Park and Oak and Franklin and Oak. The crossing guards that come out in the very middle of the intersection (such as Lathrop and Oak) provide the safest crossing for our kids and for drivers to be forced to stop while kids are crossing. This makes it very clear to the kids and drivers that all cars are stopped and no one will get hit.	5/10/2018 11:48 AM
36	Cars not stopping fully at stop signs, or giving right of way to walkers and bikers, especially along Hawthorne avenue and Keystone (to travel under bridge) and at Franklin. Cars seem to be using Hawthorne to bypass traffic elsewhere and are often in a hurry, not careful around kids. Intersection at Washington & Keystone only slightly better. Note - kids on Gale Avenue south of Washington all travel to Keystone to cross at stop sign b/c it is very difficult and unsafe to cross Washington at Gale Avenue. Cars speed between Thatcher and Keystone stops often bypassing one another to get ahead. Very unsafe for kids to be crossing here.	5/10/2018 10:51 AM
37	People drive too fast at Willard once their kids are dropped off. I also think the Park/Division stop sign is a bit of a mess with Dominican students that are trying to get to class quickly, commuters, and parents trying to get their kids to school on time.	5/10/2018 10:40 AM
38	I wish that the crossing guards could balance car and pedestrians - letting cars go through in a group, then pedestrians in a group- 7:50-8:15 is so busy for all of us!	5/10/2018 10:11 AM
39	vehicle back up at Lake / Lathrop and Lake / Ashland	5/10/2018 9:53 AM
40	Kids on bikes too far into street on Oak. New signs on Oak are helping. Crossing guards need to be more visible and move further into street to cross kids.	5/10/2018 9:43 AM
41	St Vincent students are crossing in the middle of the street to get to cars parked on the south side of LeMoyne.	5/10/2018 9:14 AM
42	We live just south of the train tracks. Getting across Lake St. is very challenging in the morning.	5/10/2018 8:56 AM
43	The intersections at Oak/Lathrop, Oak/Ashland, Oak/Franklin & Oak/Park are safety concerns due to heavy traffic, frustrated motorists and children walking to school. The temporary crossing guards have been an excellent solution.	5/10/2018 8:51 AM
44	No	5/10/2018 8:29 AM
45	Lake street is generally a disaster during school times	5/10/2018 8:03 AM
46	Park and Lake, difficulty crossing Lake to car drop off location. Crossing guard occasionally helps Oak and Lathrop, backs up with cars dropping off kids	5/10/2018 7:11 AM
47	congestion and confusion at Lathrop and Oak	5/10/2018 7:05 AM
48	Back up at Lake and Lathrop—Cars blocking intersection and running lights	5/10/2018 6:51 AM
49	Harlem and Chicago. busy and unsafe. Cars don't stop well. Lathrop and Jackson. Conjested	5/10/2018 6:47 AM
50	no, just the usual traffic	5/9/2018 11:45 PM

51	Crossing two very busy streets, one with no crossing guard. We lived block away from intersections with stop signs but sometimes cars don't stop for pedestrians or only stop briefly or with a rolling stop so they are still a concern for children walking to school.	5/9/2018 11:08 PM
52	No	5/9/2018 10:45 PM
53	Cars speeding in school zones on Lake and Park by Lincoln	5/9/2018 10:39 PM
54	there are too many cars on the road and 8am and 3pm. More kids should be walking or biking! Less cars make River Forest safer for kids and commuters. The intersection of Lathrop and Greenfield is especially harrowing at 8am and 3pm.	5/9/2018 10:39 PM
55	cars parked on Oak near schools narrow the road, making it more dangerous for bicyclists in the road and other cars under way	5/9/2018 10:34 PM
56	Monroe & Oak has lots of traffic and left turning cars (northboard on Monroe turning left toward Roosevelt) while kids crossing the street.	5/9/2018 10:22 PM
57	4 way stop signs are needed at Gale and Washington, and Gale and Vine. These are along walking and bike routes with significant numbers of children and other pedestrians who live in the immediate area, and cars often do not stop or even slow down for pedestrians. This is particularly so for cars that appear to be traveling into and out of River Forest along Washington or cars traveling toward Madison. Adding stop signs would significantly increase safety for pedestrians with neglible if any impact on traffic flow. There is no reason for cars to be zipping through these pedestrian areas in this fashion.	5/9/2018 10:17 PM
58	Heavy traffic. Some crossing guards are better than others at managing traffic.	5/9/2018 9:38 PM
59	No	5/9/2018 9:32 PM
60	Corner of Washington and Gale - very hard to cross by foot or by car. Need a 4 way stop sign! Corner of Vine and Gale - cars fly down and don't stop. Need stop or yield sign	5/9/2018 9:31 PM
61	Cars roll through stop signs at August/Lathrop and Augusta/Monroe	5/9/2018 8:28 PM
62	Yes. There are pedestrians walking randomly and drivers need to be very careful making sure no one is crossing at three intersection of Keystone and Hawthorne Ave.	5/9/2018 7:52 PM
63	See traffic concerns listed above	5/9/2018 7:38 PM
64	Traffic backs up often on Lake Street between Keystone/Forest, all the way to Lathrop. Lots of kids, lots of cars, lots of pedestrians, and lots of bikes. Concerned about the speed limit on Lake Street being 30 mph vs. Chicago (for example) where it is only 25 mph.	5/9/2018 7:19 PM
65	Speedy drivers on Franklin at school drop off	5/9/2018 7:14 PM
66	The only conflict I ever run into is in the drop off/pick up line at Willard. In the morning, parents will weave in and out of the pylons making the line, if they don't want to wait. I feel it's dangerous.	5/9/2018 7:14 PM
67	None other than the Chicago and Jackson intersection where there is congestion to make the turn on to Jackson	5/9/2018 7:00 PM
68	Lake street & Lathrop Street congestion, the lack of most RF drivers to obey stop signs.	5/9/2018 6:55 PM
69	Bad traffic from Lathrop to Park and Iowa to Washington.	5/9/2018 6:41 PM
70	I do not drive to school but others that do and are making left hand turns from Franklin on to Lake street, make it very dangerous for kids crossing the street.	5/9/2018 6:38 PM
71	Lake street between Lathrop and park is a nightmare to drive on	5/9/2018 6:25 PM
72	Franklin and oak	5/9/2018 6:21 PM
73	When there is inclement weather i.e rain / snow I drive my children and the traffic is really bad we're on busy street (Lake) with 3 schools in a 4 block radius.	5/9/2018 6:12 PM
74	It is difficult to cross at Oak and Franklin since it's a two way stop sign as opposed to a four way. People are usually driving quickly and then students walk in gaps	5/9/2018 6:00 PM
75	At the intersection of Berkshire and Monroe there's no stop or yield sign. Cars driving from Trinity eastbound on Berkshire zoom through that intersection without stopping either taking a hard right or zipping straight through.	5/9/2018 5:56 PM
76	Traffic where parents drop off kids in front of Trinity in the morning (on Lathrop). Would benefit from curb cut in front of school.	5/9/2018 5:47 PM

77	Congestion and traffic flow/rules at the school. Improved slightly with one way and drop off lane at Lincoln, however the back up of traffic on Lake to allow for turns etc makes driving cumbersome. We choose to drive only if really necessary b/c it takes so much time to navigate drop off. Almost faster to walk. Also feel as a driver it's unsafe unless I have direct eye contact with the crossing guards, so we understand each other's intentions and pedestrians right of way.	5/9/2018 4:51 PM
78	No, usually take Lathrop all the way up to the school.	5/9/2018 4:47 PM
79	cars that are not going to RMS and that are heading eastbound on Chicago Ave. in the morning go way too fast	5/9/2018 4:45 PM
80	No	5/9/2018 4:45 PM
81	Park and Lake is VERY busy in the morning. I usually cross Lake heading northbound on Park and in the morning sometimes you have to wait a long time for cars and students or try and take a risk. This is dangerous.	5/9/2018 4:22 PM
82	There are many points where traffic is slowed or stopped near schools, to allow students to cross. Lathrop & Lake is particularly slow due to the traffic light and school intersection.	5/9/2018 4:21 PM
83	Central and Franklin. Very very poor visibility for anyone coming out from under the viaduct. You really can't see them. Not a safe crossing. Commuter traffic is less problematic. Oak at Franklin is crazy. Can't decide when to turn. Oak needs a stop sign there. Oak at Ashland is a little crazy with traffic from drop off at St. Lukes plus people coming from Roosevelt and going to Lincoln and pedestrians. Lathrop and Oak--the problem with this intersection is the crossing guard is really pretty lousy. No one knows what's going on. I've avoided it entirely this year its so bad. No one has a stop sign at the corner of William and Iowa. Fastest car wins. No stop sign at corner of Ashland and Vine (and no one acknowledges the yield).	5/9/2018 4:16 PM
84	Congestion on Lake Street trying to get to Park Avenue. Also, Roosevelt is a mess always!	5/9/2018 4:14 PM
85	A lot of cars going beyond the school zone limit by Grace Lutheran School and Concordia Univ. Several accidents on corner of Division and Bonnie Brae.	5/9/2018 4:04 PM
86	All along Washington Blvd & @ Keystone & Lake cars do not yield to pedestrians like the law states. Oak Ave btwn park and Lathrop is VERY congested. Kids on bikes and cars have had close calls	5/9/2018 4:01 PM
87	Intersection of Iowa and William (unmarked)	5/9/2018 3:58 PM
88	Before crossing gaurds, no one stops! They drive too fast also. Oak & park	5/9/2018 3:53 PM
89	Congestion; crossing guards that do not know how to properly direct pedestrians and traffic (especially at Oak and Lathrop and Lake and Park); cars driving to fast, particularly those using RF as a through way.	5/9/2018 3:52 PM
90	No	5/9/2018 3:50 PM
91	The crossing gaurd needs to let cars cross across Lake on Park as well as children. Otherwise cars take risky moves to get across and get to school on time.	5/9/2018 3:40 PM
92	Driving at Park Ave and Lake St is hard to get across. A flashing stop sign would be nice during school hours.	5/9/2018 3:38 PM
93	Lake/Park, Lake/Forest, Lake/Ashland, Lathrop/Oak	5/9/2018 3:29 PM
94	Speeding speeding and speeding and lack of proper signage in RF.	5/9/2018 3:10 PM
95	The street crossing on Division is hazardous whether walking, biking, or in a car. Also, the intersections w no stop sign at all, for example, Ashland & Thomas - I stop completely at these locations because so many cars speed through. When I stop, people almost ram into me with their cars bc they either choose to not stop or are unaware that traffic doesn’t stop in both directions.	5/9/2018 3:04 PM
96	People driving on the wrong side of the street. This has occurred twice in the last two weeks.	5/9/2018 3:02 PM
97	People not stopping at stop signs Park and Chicago	5/9/2018 3:02 PM
98	Yes , Ashland and central / Hawthorne, Franklin and central / Hawthorne , park and central / hawthorne	5/9/2018 3:01 PM

99	At the corner of Oak and Ashland there are cars temporarily parked near the corners of that intersection to drop off kids who I assume are walking the last block to Roosevelt.These cars make it hard to see kids crossing Ashland and see cars driving down Oak when you are in a car turning off of Ashland onto Oak. I also see quite often cars run the stop sign on the south side of Park and Lake. When a car drives north on Park crossing Lake Street the car directly behind them instead of coming to a complete stop at the 4 way stop sign and waiting their turn, just drives right through following the car in front of them so they don't have to stop and wait. I drive west of Lake and I'm watching for kids, adults, crossing guards and cars. So an extra car shooting through the intersection when nobody is expecting it is pretty dangerous.	5/9/2018 2:57 PM
100	People driving too fast, rolling through stop signs, not paying attention to crossing guards, crossing guards not paying attention to students	5/9/2018 2:54 PM
101	Turning south off Greenfield at the intersection of Greenfield and Ashland	5/9/2018 2:53 PM
102	occasionally cars are travelling the wrong way when the street is operating as a one-way	5/9/2018 2:53 PM
103	Traffic by Roosevelt is very difficult to navigate at peak times	5/9/2018 2:51 PM
104	Left turn onto Lake Street from Forest Ave. (we live on Forest and since Park and Franklin are one-way streets, we are forced to turn left from Forest onto Lake to get to Lincoln and traffic is often backed up on Lake Street, making it difficult to turn left onto Lake street) I think a four way stop at Forest and Lake Streets would be beneficial. Same comment about left turn from Lake street onto Park to drive into the carline. I think a stoplight here to use during drop off time in the morning would be beneficial.	5/9/2018 2:50 PM
105	lots of traffic at Jackson/Chicago in mornings and afternoons during arrival and dismissal times.	5/9/2018 2:45 PM
106	Drivers not always looking for bikers or walkers.	5/9/2018 2:43 PM
107	On Ashland, near and in front of Willard, some people do not drive safely.	5/9/2018 2:40 PM
108	N/A	5/9/2018 2:39 PM
109	Oak and Ashland needs a crossing guard. There’s a lot kids walking and a lot cars coming from St. Luke’s. It’s busy.	5/9/2018 2:38 PM
110	Route from our location to Roosevelt encounters a high volume of walkers due to 3 close schools as well as traffic congestions of vehicles navigating around commuting students	5/9/2018 2:37 PM
111	The worst seem to be the section around the UP tracks on Hawthorne and Central. The sight lines are bad. Would flashing red stop signs help?	5/9/2018 2:37 PM
112	difficult to turn onto Lake Street, often long back ups on Lathrop	5/9/2018 2:34 PM
113	1. Again, the uncontrolled intersections can get messy around arrival and dismissal times because the traffic level is so high and people aren't always obeying the traffic rules for uncontrolled intersections. 2. I would also like it if the crossing guards were more diligent about helping traffic move by waiting just a bit to let kids cross an intersection in groups. 3. The portable sign at the intersection of Ashland and Division should specify which lane should be used for people going straight.	5/9/2018 2:33 PM
114	Yes, it’s nearly impossible to cross Lake Street going north on Park or turn left (westbound) onto Lake Street off of Franklin.	5/9/2018 2:33 PM
115	Major traffic and safety issues on Ashland during pick-up and drop off. I think you should not allow any parking on east side of the street. Makes it too difficult for cars to get through and it also causes safety concerns as kids get out of their cars on the street side.	5/9/2018 2:32 PM
116	I would love to see a stop sign at the intersection of Lake & Park and Lake & Franklin to help facilitate people turning	5/9/2018 2:31 PM
117	Lathrop and Lake intersection is often blocked. Southbound Lathrop north of Lake is very slow in the mornings as is east and west on Lake. Diversion of eastbound and westbound traffic on Lake north to Chicago or south to Washington would be advisable.	5/9/2018 2:31 PM
118	No	5/9/2018 2:30 PM
119	Yes. To avoid traffic going east on Lake Street, we drive east on Central Ave. At each underpass along the way, there is terrible visibility to spot pedestrians and cyclists. This is especially bad in the AM during certain seasons when the sun makes visibility even worse. A mirror system like I have seen in other cities would be a huge improvement.	5/9/2018 2:26 PM
120	There are some intersections to no traffic signs whatsoever, Iowa and Keystone is one example. Most people do not treat it as a 4 way stop, which it is supposed to be as I'm told by the village.	5/9/2018 2:23 PM
121	Just a back up on Oak Street by Roosevelt	5/9/2018 2:23 PM

122	No	5/9/2018 2:22 PM
123	Yes - there needs to be a crossing guard (at a minimum) on Park Avenue for the Greenfield crossing. There are commuters and Dominican college students (and parents dropping kids off) that are all busy driving through this s-curve intersection with only one stop sign. Plus, with any construction around the area or parked cars, it makes visibility very difficult (especially when factoring in cars turning). It is a very unsafe intersection for walking to/from school.	5/9/2018 2:20 PM
124	Drop off points on Oak (west of Lathrop) and on Jackson need better guides or lanes. Drivers are in a hurrry and often reckless.	5/9/2018 2:19 PM
125	no	5/9/2018 2:18 PM
126	Block of Willard on Ashland very congested	5/9/2018 2:17 PM
127	Intersection of Oak and Ashland. There's a crossing guard there now, but it's still a congested intersection. Also, too many people don't pay attention to the signs and drive south of Oak on Ashland even though there are two Do Not Enter signs.	5/9/2018 2:16 PM
128	Currently with the closure of the train tracks on 1st, Trying to get on to Lake Street or Thatcher from Edgewood is difficult.	5/9/2018 2:14 PM
129	The traffic gets very backed up because of the St Luke drop off process. The crossing guards often stop traffic on Lake for an unreasonably long time.	5/9/2018 2:12 PM
130	The crossing guards at Ashland and Oak and Franklin and Oak are not well trained. I might even go so far as to say that walkers, bikers and drivers were safer BEFORE the installation of the guards just after the new year. They give confusing signals to the students and drivers and I have witnessed near accidents as a result at both intersections.	5/9/2018 2:12 PM
131	It's too busy on Oak Street between Ashland and Lathrop	5/9/2018 2:08 PM
132	Lake street between Lathrop and Park is a dangerous mess of congestion - we avoid it and drive down Chicago ave whenever possible. Crossing guards on Lake street are not able to stop cars from pulling into the intersections or racing through yellow lights.	5/9/2018 2:07 PM
133	Yes - intersection of train tracks (Hawthorne/North) and Franklin. Cars don't always stop (and often time children don't see cars). Also at the intersection of Franklin and Linden. This a 2-way stop - which many north/south traveling cars don't recognize, as well as pedestrians. A 4-way stop would be much safer - I live at this intersection and see several near misses (car/car and car/pedestrian) on a daily basis.	5/9/2018 2:07 PM
134	We pass Lemoyne and Jackson, where St. Vincent's also has their drop off and there is no crossing guard so it is incredibly congested and people cross the street without paying attention. Add that to the people coming to the Lathrop / Lemoyne stop sign who just want to pass through quickly to get to North ave. A mess.	5/9/2018 2:06 PM
135	The crossing guard at Division and Lathrop is poor and not visible. He/she does not command the crossing at all.	5/9/2018 2:05 PM
136	intersection at agusta and keystone can be dicey. I often see stop sign there disregarded. I live at the corner of Iowa and Keystone where there is no stop sign; it can also be questionable as drivers often use it as a shortcut to get to thatcher or Chicago, bypassing stoplight @ thatcher and Chicago. a stop sign that slowed E/W traffic could be beneficial at this corner.	5/9/2018 1:39 PM
137	Yes cars driving east on hawthorn turning right to go north on keystone don’t stop to let kids cross at that 3 way intersection .there should be a pedestrian crossing there.	5/9/2018 1:02 PM
138	None	5/9/2018 10:54 AM
139	Lathroo / Chicago route and Oak get backed up because crossing guards wait for a student a block away and don't apparently receive any training in alternating lanes of traffic.	5/9/2018 9:15 AM
140	Not currently at Lincoln. We usually park on Franklin and walk over	5/9/2018 9:00 AM
141	We walk but I leave for work at 8 (usually walk-in by but occasionally driving)and we cannot get down franklin because the new crossing doesn’t let the traffic thru. With the former crossing guard it was never an issue. She needs to accommodate but people and cars	5/9/2018 8:47 AM
142	Heavy traffic on Hawthorne and also on Keystone heading towards Lake Street. Lake street is always backed up with traffic as well.	5/9/2018 8:38 AM
143	Traffic at Keystone and Hawthorne Traffic on Lake	5/9/2018 7:12 AM

144	I feel very nervous as a driver (and a walker) goIng through underpasses around Hawthorne. And we usually travel through the Franklin underpass. Visibility is low in the underpass and due to tall bushes lining the property at the southeast corner of that intersection. Cars travel quickly along Hawthorne as sort of a detour and they do not have a lot of time to react due to short sidewalks at those corners. We have had several “close calls” there.	5/9/2018 6:43 AM
145	Lake is always backed up and car “fly” down Oak. Maybe shut down Oak to cars & use for kids to walk and ride bikes. May cut down on parents driving kids & kids can use Oak as a safe street to walk and ride bikes down.	5/9/2018 4:23 AM
146	Ashland & Greenfield by Willard. Chicago & Lathrop Oak & Jackson by Roosevelt	5/9/2018 12:19 AM
147	See first answer. Adults do not slow down or abide by rules of drop off and pick up	5/8/2018 10:09 PM
148	No	5/8/2018 8:52 PM
149	Yes, too many cars on the side streets and it causes a jam.	5/8/2018 7:08 PM
150	Anyplace on Lake. To get around the traffic, I’ve headed west, then crossed Lake on Thatcher or Keystone and headed east on Chicago to Roosevelt. Now, because of first avenue closure, it is virtually impossible to get across Lake from the south side of RF. With the nice weather, we have walked. My child used to ride her bike, it with cars going fifty down Hawthorne and going around the crossing guards on Lake, I am not comfortable with her riding.	5/8/2018 1:46 PM
151	Congestion on Franklin & Ashland at willard drop off. Turning left on to Franklin from Division is a nightmare. There should be four way stop signs at each of those intersections: Ashland/Division & Franklin/Division.	5/8/2018 12:14 PM
152	No. New crossing guards great.	5/8/2018 8:49 AM
153	Cars park and drivers get out to walk the kids to the school while their car is inside the coned lane at Willard. Leaving other cars dropping off children to cross the line of cones sometimes knocking them over when they leave. Previous principal used to have someone moving cars along and telling people they could not park in the drop off lane and leave their cars. No there is nobody.	5/7/2018 10:59 PM
154	Crossing Division on Franklin is not easy.	5/7/2018 10:51 PM
155	Drivers unaware of school zones not looking for walking or coming children, paired with incomplete stops along Lemoyne between Harlem and Lathrop.	5/7/2018 10:46 PM
156	Augusta and Keystone is super dangerous intersection. Keystone and Chicago is very difficult to cross. Lake and Keystone is extremely scary to cross. Madison and Gale is difficult to cross due to speeding traffic.	5/7/2018 10:23 PM
157	The area around Trinity High School is often quite congested as students are picked up and dropped off at many points and not at a single centralized location.	5/7/2018 10:20 PM
158	Not in recent years.	5/7/2018 9:28 PM
159	Speed and drivers not stopping before the crosswalk.	5/7/2018 9:19 PM
160	When we drove the kids to/from school, the biggest traffic or safety issues we ever experienced were with parents being self-centered focusing only on their kid(s) and not realizing their self-centered behavior was putting everyone else's kids at risk. Everyone needs to allow plenty of time around the schools and stop trying to do too much in too little time. Take a patience pill.	5/7/2018 8:48 PM
161	Yes-the intersection of Park and Greenfield. There is parking along that street which makes it difficult for children to see when crossing and for cars to see children. Cars exit and enter Dominican constantly and FLY down Park. It is very unnerving that there is not a marked crosswalk, some kind of light or sign to catch drivers attention or telling them CAUTION CHILDREN, or to slow down-a stop sign would be very helpful.	5/7/2018 8:35 PM
162	The intersection at Hawthorne and Franklin. Drivers comstantly roll the stop sign on Hawthorne as they use it for a cut through town. The bushes on the S/E corner make a blind spot for many drivers on franklin. Way to many close calls at this intersection.	5/7/2018 7:24 PM
163	Intersection of greenfield and park	5/7/2018 5:40 PM
164	The viaducts going under the tracks at Thatcher and Keystone are difficult spots, and there is a blind spot on the North side of the tracks at Keystone	5/7/2018 5:38 PM
165	Trying to cross Lake St. between Park and Franklin. Difficult to see oncomong come cars due to parked cars, speeding cars and aggressive driving.	5/7/2018 5:16 PM
166	Yes I am concerned for the safety of students crossing at Park and Greenfield.	5/7/2018 5:04 PM

167	Crossing Gale at Vine, Washington Ave, and also the intersection of Hawthorne and Keystone. Cars often roll thru the stop signs without stopping.	5/7/2018 4:50 PM
168	Traffic is a bit busy on Lemoyne and Lathrop because of St. Vincent Ferrer school	5/7/2018 4:47 PM
169	No	5/7/2018 4:45 PM
170	Crossing guard at Oak and Lathrop doesn't control traffic well	5/7/2018 3:48 PM
171	Lake st west of lathrop gets very congfested	5/7/2018 3:42 PM
172	too many stop signs on Division Street	5/7/2018 3:06 PM
173	Currently Thatcher Ave north of Lake St is a total mess and hazardous for Mosaic Montessori students. Street crossings along Oak between Thatcher and Park are also of concern for Lincoln.	5/7/2018 2:50 PM
174	Yes!!! There should be a yield/stop sign on Berkshire Street and Monroe Ave. The traffic coming from Trinity blows through there and never stops during dismissal.	5/7/2018 2:47 PM
175	I worry about all the intersections that do not have any stop signs. Many people who are just driving through town (and even some residents) do not realize or do not care that neither street has a stop and many just speed through (e.g. Iowa, Thomas, etc). I think all the intersections should have some sort of traffic sign at least at one of the streets. Also, many residents are not careful enough around pedestrians and are in a rush. Some kids do not look before crossing, especially on bikes. Perhaps they can be reminded to make eye contact with drivers before crossing.	5/7/2018 2:33 PM
176	Yes, too many fast drivers that do not stop or roll through the stop signs	5/7/2018 2:24 PM
177	Crossing guards not waiting for a bunch of kids to cross at same time. They let them straggle across while traffic is held up.	5/7/2018 2:24 PM
178	turning onto lake from edgewood, stoplight at lake and thatcher and turning left onto park	5/7/2018 2:09 PM
179	There is usually a back up near the light at Lathrop and Lake because of crossing at Ashland and Lake....many non- residents don't accommodate for this and then block entire intersection	5/7/2018 2:05 PM
180	Lake gets very congested at Ashland, Park, and Franklin. The crossing guards have to become traffic cops.	5/7/2018 8:00 AM
181	Park ave and Greenfield. Limited visibility for both cars and children. Crossing does not occur on a true corner.	5/7/2018 6:56 AM
182	The Franklin/Lake and Park/Lake intersections are nightmares with the traffic.	5/4/2018 9:26 PM
183	If I drive to Willard, I find it so dangerous for pedestrians at the corner of Ashland and Division. There are 2 lanes of cars which can turn left, right or go straight. Drivers are looking for an opening in traffic, trying to see around the car next to them, and are presumably rushed to get to a second school or work. It is SO easy to miss seeing a child crossing either on foot or by bike. It is an accident waiting to happen, to a pedestrian.	5/4/2018 5:23 PM
184	TOO MANY UNCONTROLLED intersection. In this age of impatient, distracted drivers, the Village must take action to improve vehicle and pedestrians by adding stop signs to all intersections. Even though I live four blocks from the school, my child has no choice but to navigate AT LEAST one uncontrolled intersection. How much can a stop sign cost?	5/4/2018 5:01 PM
185	Lake street is very busy and backed up by both Lincoln and St. Luke's, so I avoid it as much as possible.	5/4/2018 4:50 PM

Q6 If your student(s) bikes to/from school, are there any traffic conflicts or safety issues that they experience along the way? (please specify by location)

Answered: 158 Skipped: 154

#	RESPONSES	DATE
1	My concern is crossing park ave at greenfield. No stop signs on park ave at the 3 way intersection. Cars belonging to Dominican students are on parked on Park ave and it is difficult to see children waiting to cross and kids must walk out into the street to look around parked cars to see if safe to cross. In addition, vehicles travel at a high rate of speed on park.	5/20/2018 7:11 AM
2	Drivers do not yield to pedestrians. Drivers roll or do not stop at stop signs	5/19/2018 6:16 PM
3	Same as noted above. This past week, I witnessed 3 children almost get hit by viaducts	5/19/2018 12:31 PM
4	The cross section at linden dangerous.	5/18/2018 7:17 PM
5	Crossing Augusta and Division are the only significant challenges so they cross at Park and Franklin respectively with the 4 way stop and crossing guard	5/18/2018 5:06 PM
6	Yes, the viaducts by Central/Hawthorne and Franklin are very dangerous and we have had one child hit by a car and numerous close calls.	5/18/2018 3:50 PM
7	Intersection at corner of Bonnie Brae and Oak has very confusing stop sign layout	5/17/2018 2:46 PM
8	Ashland and Division	5/16/2018 10:44 AM
9	N/A	5/15/2018 8:02 PM
10	Cars drive very fast east/west down Oak Street	5/15/2018 3:00 PM
11	Longs waits to cross Thatcher on Oak St.	5/15/2018 2:18 PM
12	Our son says it's confusing when biking from school because drivers will motion for him to cross and the crossing guard will tell him to wait. I've noticed there is some inconsistency amongst crossing guards.	5/14/2018 8:09 PM
13	Again, crossing Division at Franklin or Ashland	5/14/2018 7:40 PM
14	Yes. All but one intersection on Iowa Avenue is uncontrolled. Uncontrolled intersections still exist all over River Forest and create constant confusion for cars, bikes and pedestrians and many many near misses.	5/14/2018 11:35 AM
15	intersection at William and Iowa	5/14/2018 10:56 AM
16	We are new to bike riding to school since they are old enough now. So far, not a problem.	5/14/2018 10:26 AM
17	Yes, we walk from South River Forest and cross Washington at the Washington/Franklin intersection and then walk up Franklin to Lincoln school. At the intersection of Franklin and Linden, there is not a stop sign for the cars going east/west and they are hard to see and it is busy in the am. I have personally seen numerous kids nearly hit by a car or a bike at that intersection. A stop sign here would make it much easier to cross. Also, walking up Franklin and crossing Central is also difficult because when reaching the end of the viaduct, you can't see the cars going east on Central until you are at the very end of the viaduct and they often do not come to a complete stop at this intersection or if they do, they stop right at the end of the street where they are in the path of someone cross the street. Perhaps moving the stop sign back so the cars stop before they come to the viaduct or a mirror would be helpful to see if walkers are coming?	5/14/2018 9:14 AM
18	Crossing Ashland at Division is dangerous. People roll through the stop sign trying to turn or cross Division.	5/13/2018 9:55 PM
19	crossing Lathrop	5/13/2018 6:42 PM
20	No	5/11/2018 9:50 AM
21	parents don't stop at crosswalks curb cut at oak & lathrop, northeast side in particular is greater than an 8% grade	5/11/2018 9:39 AM
22	Crossing Division at Franklin or Ashland is always busy, but I'm not sure what could be done about it.	5/11/2018 8:09 AM

23	N/a	5/11/2018 6:20 AM
24	My daughter, actually feels rather comfortable crossing at the crosswalk's that have crossing guards and other crosswalks that have the sign that informs the driver to stop when they see a person crossing (Lake)	5/10/2018 8:42 PM
25	intersection of washington and vine	5/10/2018 8:35 PM
26	At ALL times in River Forest, there are cars cutting across the northeast corner of the village trying to find a shortcut from North to Harlem, or vice versa, without having to deal with the North/Harlem intersection. Many of these drivers speed, and are likely clueless as to the nature of the neighborhood they are cutting thru.	5/10/2018 7:54 PM
27	no	5/10/2018 4:54 PM
28	St. Luke's crossing guard on Lake St. do not stop vehicle for all pedestrians crossing Ashland.	5/10/2018 4:32 PM
29	Keystone and Hawthorne - there is no stop signs, thus cars do not come to a complete stop Keystone and Linden - There is no stop sign on Keystone, cars speed down Keystone between Washington and Hawthorne in an effort to park and catch the train.	5/10/2018 4:05 PM
30	Again, cars are going too fast and not looking out for kids. Every intersection is a possible accident.	5/10/2018 3:14 PM
31	Lake street is super busy, so we tell our son to take sideroads	5/10/2018 2:30 PM
32	Greenfield & Park intersection	5/10/2018 11:54 AM
33	Again, it's much safer now that there are 3 more crossing guards added to the intersections listed above. Prior to that, I did not feel safe allowing my kids to bike or walk to school alone.	5/10/2018 11:48 AM
34	See my answers to #5	5/10/2018 10:51 AM
35	I'm too fearful to have a second grader on a bike from Lake and William to Lincoln	5/10/2018 10:11 AM
36	none	5/10/2018 9:53 AM
37	New signs on Oak and crossing guards are helping a lot.	5/10/2018 9:43 AM
38	We bike down Greenfield. Probably once a month I see a car just completely blow the north/south stop signs, so I worry.	5/10/2018 9:14 AM
39	My sons have almost been hit numerous times by speeding motorists at the intersections of Hawthorne and Franklin, and Central and Franklin. This is where the viaduct is. There are stop signs at each intersection; however, drivers don't usually come to a complete stop and almost hit my children as they are trying to cross the streets at these intersections. There is a high volume of speeding traffic down Hawthorne and Central in the mornings and after school.	5/10/2018 8:56 AM
40	Franklin/Oak intersection. It is only a 2-way stop which is confusing to drivers. Often times one driver will stop (heading east or westbound) and wave on a child to walk across the street, but the other driver does not stop. My son was almost hit when this happened and if I didn't grab him he'd be in bad shape.	5/10/2018 8:51 AM
41	No	5/10/2018 8:29 AM
42	I am not comfortable with my children biking to school	5/10/2018 8:03 AM
43	Crossing Lake at Ashland when going for early admissions (<8:10) at Roosevelt	5/10/2018 7:11 AM
44	Intersection of Keystone and Hawthorn is a complicated intersection for everyone to navigate. There is also a blind spot for drivers as they come to the corner of Central and Keystone and it is difficult to see pedestrians and cyclists.	5/10/2018 7:05 AM
45	Lake and Larhrop—heavy traffic; lack of adherence to no right turn signs; cars proceeding after lights change	5/10/2018 6:51 AM
46	Chicago and Harlem. Or Bonnie bear and Chicago.	5/10/2018 6:47 AM
47	On the corner of keystone and Hawthorne cars turn very fast putting kids and people walking to the metra station in danger. It would be safer to have a crosswalk for pedestrians	5/10/2018 5:48 AM
48	no. they walk west on Oak Street, which is well traveled, and has crossing guards at the busiest corners.	5/9/2018 11:45 PM
49	Same issues as question 5. Crossing two busy streets, one with no crossing guard.	5/9/2018 11:08 PM
50	No	5/9/2018 10:45 PM

51	General comments, not about my own kids. Students should be encouraged to wear helmets on bikes. Students are often texting while riding - this is dangerous. Many cyclists (students and adults) run through stop signs. Police should enforce this.	5/9/2018 10:44 PM
52	Bike riders are in sidewalk Bikes should have bells to signal pedestrians First graders need a place to leave their bikes at school	5/9/2018 10:39 PM
53	there are too many cars on the road and 8am and 3pm. More kids should be walking or biking! Less cars make River Forest safer for kids and commuters. The intersection of Lathrop and Greenfield is especially harrowing at 8am and 3pm.	5/9/2018 10:39 PM
54	car/pedestrian confusion at busy intersections	5/9/2018 10:34 PM
55	Would love a 4 way stop at Park Ave or Franklin. Crossing guard is great but has limited hours and kids going to school early arrive before they start. It is hard to cross Lake Street safely.	5/9/2018 10:22 PM
56	Please see response to prior question regarding need for 4 way stop signs at Gale and Washington, and at Gale and Vine.	5/9/2018 10:17 PM
57	No	5/9/2018 9:32 PM
58	Vine and Gale, Gale and Washington	5/9/2018 9:31 PM
59	Need painted crosswalk on Keystone and Hawthorne	5/9/2018 8:53 PM
60	N/a	5/9/2018 8:28 PM
61	We always need to make sure cars stop at three intersection of Keystone Ave. And Hawthorne Ave.	5/9/2018 7:52 PM
62	Crossing Division is difficult at certain intersections. They must go out of the way to find the 4-Way stops where it is much easier to cross	5/9/2018 7:00 PM
63	Lake Street crossing, no bike lanes between Madison Street headed North to Roosevelt, same for Lincoln School area	5/9/2018 6:55 PM
64	I will not let my child ride her bike to school, because of the previous comment.	5/9/2018 6:38 PM
65	None	5/9/2018 6:21 PM
66	As I stated in the previous question, because we live off of a main street there is a lot of traffic, which sometimes causes safety concerns for bikers as well as pedestrians.	5/9/2018 6:12 PM
67	Cars sometimes do not stop even when the crossing guard is there (Lathrop & Division). Cars definitely don't stop at Monroe & Division westbound. They roll right through. Now with certain sidewalks/curbs being torn up, those corners are tricky for bikers. The main hazard that I notice is kids, walkers & bikers, who cross at Jackson & Division. It's very dangerous. I would like to see better marked crosswalks on both the east and west sides and signs reminding cars to yield to people in the crosswalks.	5/9/2018 6:03 PM
68	N/a	5/9/2018 6:00 PM
69	At the intersection of Berkshire and Monroe there's no stop or yield sign. Cars driving from Trinity eastbound on Berkshire zoom through that intersection without stopping either taking a hard right or zipping straight through.	5/9/2018 5:56 PM
70	na	5/9/2018 5:47 PM
71	maybe crossing Lake St.	5/9/2018 4:47 PM
72	Not currently	5/9/2018 4:45 PM
73	Same location, Park and Lake though walking a bicycle the crossing guard is helpful there. However traffic is high everywhere and people are in a rush.	5/9/2018 4:22 PM
74	There is sometimes confusion at the 4 way stop at Lathrop & Oak, as the crossing guard may wave cars through, which can look like waving students through.	5/9/2018 4:21 PM
75	n/a	5/9/2018 4:16 PM
76	Cars don't look for bikers on Lake Street or on Oak. Both streets are dangerous.	5/9/2018 4:14 PM
77	NA	5/9/2018 4:04 PM
78	Washington & Gale is too dangerous to cross so they use keystone & Washington w/ the four way stop-but it could use better pedestrian signs, lighting etc	5/9/2018 4:01 PM
79	Intersection of Iowa/William	5/9/2018 3:58 PM
80	Na	5/9/2018 3:53 PM

81	Crossing Chicago avenue (no crossing guard where my kid crosses to join with friends); crossing division (crossing guard has difficulties stopping traffic)	5/9/2018 3:52 PM
82	N/A	5/9/2018 3:50 PM
83	Crossing Hawthorn is dangerous because of the viaduct and blind spots for cars. Also, cars are sometimes speeding so that people can get to the train in time (8:15ish)	5/9/2018 3:40 PM
84	Lake/Franklin, Oak/Lathrop	5/9/2018 3:29 PM
85	Division.	5/9/2018 3:04 PM
86	She has not used her bike but she may to go to school.	5/9/2018 3:02 PM
87	People not giving kids a chance to cross streeys	5/9/2018 3:02 PM
88	As above	5/9/2018 3:01 PM
89	I don't let them bike because I don't trust drivers	5/9/2018 2:54 PM
90	No other than having to wait to cross the street with a crossing guard.	5/9/2018 2:45 PM
91	None other than wanting a crossing guard at Ashland and Division.	5/9/2018 2:43 PM
92	N/A	5/9/2018 2:39 PM
93	Oak and Ashland	5/9/2018 2:38 PM
94	4 way stops are more confusing in high volume areas without a safety crossing guard to decision 'who goes' situations or to slow down vehicles during rush hour commute - EARLIER School start time would lessen volumes of students commuting during morning rush hour traffic	5/9/2018 2:37 PM
95	Ashland and Franklin intersections with, respectively, Hawthorne and Central.	5/9/2018 2:37 PM
96	Nonare no bike lanes that ensure that car leave enough space for bikes to safely travel on our tight RF streets	5/9/2018 2:36 PM
97	Augusta, Chicago and Iowa (especially) are very dangerous at times. Also in the winter there is not enough street lighting unless u walk out to harlem and around.	5/9/2018 2:35 PM
98	There should DEFINITELY be a crossing guard on the corner of Franklin and Greenfield. Many many kids cross here by themselves and I have personally watched many kids almost get hit by cars numerous times. Especially because so many cars are leaving from pick up on Franklin.	5/9/2018 2:32 PM
99	As long as the crossing guards are out - the ride to and from is pretty smooth	5/9/2018 2:31 PM
100	Student does not bike specifically because of the issues crossing Lake anywhere between Thatcher and Lathrop. Need less vehicles and more controlled (traffic or crossing light) intersections.	5/9/2018 2:31 PM
101	Would be nice to have bike lanes or wider sidewalks that accommodate walkers and bikers	5/9/2018 2:30 PM
102	A lack of bike lanes is a problem. Youth cyclists especially do better when there is a specific place for them to be on the road. note: my student does not bike to school.	5/9/2018 2:26 PM
103	They bike down oak st from Thatcher to lathrop. They say it is very crowded with bikers, pedestrians, and cars all sharing the road.	5/9/2018 2:24 PM
104	Same answer as question #5.	5/9/2018 2:23 PM
105	Crossing Thatcher at Oak Street	5/9/2018 2:23 PM
106	None that I know of	5/9/2018 2:22 PM
107	Yes - there needs to be a crossing guard (at a minimum) on Park Avenue for the Greenfield crossing. There are commuters and Dominican college students (and parents dropping kids off) that are all busy driving through this s-curve intersection with only one stop sign. Plus, with any construction around the area or parked cars, it makes visibility very difficult (especially when factoring in cars turning). It is a very unsafe intersection for walking or biking to/from school.	5/9/2018 2:20 PM
108	Crossing Washington is our major issue.	5/9/2018 2:19 PM
109	no	5/9/2018 2:18 PM
110	crossing Division and Chicago are almost impossible. We need police along the routes	5/9/2018 2:09 PM
111	Same as above - Franklin/Linden Train tracks at Hawthorn and North/Franklin	5/9/2018 2:07 PM
112	As above.	5/9/2018 2:05 PM
113	see above	5/9/2018 1:39 PM

114	Yes cars driving east on hawthorn turning right to go north on keystone don't stop to let kids cross at that 3 way intersection .there should be a pedestrian crossing there.	5/9/2018 1:02 PM
115	None	5/9/2018 10:54 AM
116	No	5/9/2018 9:29 AM
117	Yes, there is a lot of traffic speeding around Hawthorne and Keystone, Park, Forest and especially Franklin. Also there is a blind spot for people taking a right off Central to go South on Franklin (under the viaduct). There is a moment where you can't see pedestrians.	5/9/2018 9:00 AM
118	Yes. The keystone and Hawthorne intersection (just south of the viaduct) is very busy and many cars do not fully come to a stop there. This intersection is why I do not allow my 8 year old to walk/bike to school without me.	5/9/2018 8:48 AM
119	See above	5/9/2018 8:47 AM
120	Mostly near Keystone and Hawthorne	5/9/2018 8:38 AM
121	We cross going west at keystone and Hawthorne. There are no marked crosswalk there and often cars roll through the turn coming from leaving the 3-way stop sign. In addition this area is very busy at commuting times as cars are traveling to and from the metra.	5/9/2018 6:16 AM
122	Oak is scary	5/9/2018 4:23 AM
123	See #5.	5/9/2018 12:19 AM
124	Crossing lathrop at greenfield	5/8/2018 9:55 PM
125	Traffic on Lake street doesn't stop at the cross walks.	5/8/2018 7:08 PM
126	Hawthorne and Franklin, Central and Franklin, Hawthorne and Ashland, Central and Ashland. (See above answer)	5/8/2018 1:46 PM
127	N/a	5/8/2018 12:14 PM
128	Crossing guards give peace of mind.	5/8/2018 8:49 AM
129	People coming in too fast on Greenfield off of Thatcher. They are using it as a cut-through to avoid the Thatcher/North Ave. intersecttion during rush hour.	5/7/2018 11:32 PM
130	No crossing guard at Lathrop and Greenfield which is a busy intersection 1 block away from the Elementary school.	5/7/2018 10:59 PM
131	Crossing Augusta is a big concern. Cars drive very fast down that road. There should be a 4 way stop at Forest & Augusta!	5/7/2018 10:51 PM
132	See prior answer	5/7/2018 10:46 PM
133	Keystone and Chicago and Keystone and Augusta are very dangerous. People speed like crazy. Keystone and Lake has bad light flow making it hard to cross.	5/7/2018 10:23 PM
134	N/A	5/7/2018 10:20 PM
135	A handful of drivers aren't paying attention or fair to give them the right of way.	5/7/2018 9:28 PM
136	Yes-the intersection of Park and Greenfield. There is parking along that street which makes it difficult for children to see when crossing and for cars to see children. Cars exit and enter Dominican constantly and FLY down Park. It is very unnerving that there is not a marked crosswalk, some kind of light or sign to catch drivers attention or telling them CAUTION CHILDREN, or to slow down-a stop sign would be very helpful.	5/7/2018 8:35 PM
137	We walk from Jackson along Lake to Lincoln - each crossing point posses some issues with busy traffic with St Lukes traffic added into the mix.	5/7/2018 6:28 PM
138	Intersection of greenfield and park. Especially if cars are parked on Park ave.	5/7/2018 5:40 PM
139	Crossing at Lake and Franklin. Disregard for traffic rules, crossing guard and and pedestrians.	5/7/2018 5:16 PM
140	Same place	5/7/2018 5:04 PM
141	See #5.	5/7/2018 4:50 PM
142	No crossing guard on Greenfield and Ashland. Lot of kids crossing on those streets	5/7/2018 4:47 PM
143	The unmarked intersections along Iowa street are a little tricky(especially on the way home when the college students are awake)	5/7/2018 4:45 PM

144	My student was riding no a sidewalk and an resident yelled at her and told her she should only ride on the street. Washington street is a hard one to ride a bike on so my daughter usually rides on the sidewalk along washington due to the heavy traffic	5/7/2018 4:20 PM
145	Augusta/keystone have stop signs that are blown through frequently same as Park and Division	5/7/2018 3:48 PM
146	none	5/7/2018 3:06 PM
147	Same as for walking, currently Thatcher Ave north of Lake St is a total mess and hazardous for Mosaic Montessori students. Street crossings along Oak between Thatcher and Park are also of concern for Lincoln.	5/7/2018 2:50 PM
148	Yes! Division and Lathrop...Division and Jackson are a mess in the mornings and afternoons. The drivers try to beat bikers or walkers...so they blow through turns and don't always give right of way. My son almost got run over by someone trying to turn right onto Jackson from Division.	5/7/2018 2:47 PM
149	Na	5/7/2018 2:24 PM
150	Oak street is crazy! Especially at Franklin and Ashland intersections	5/7/2018 2:24 PM
151	crossing lake at any point, particularly lake and thatcher, especially with increased traffic during construction, crossing park with turning cars for drop off	5/7/2018 2:09 PM
152	For children coming eastbound on Greenfield Street, there is no safe crossing of Park Avenue. There is not even a stop sign. Cars typically moving at high speeds. No visibility of children crossing. Often cars parked along park, so children stepping blindly into the street. Many parents who live a block away from Willard don't let the kids walk or bike on their own purely out of concerns for crossing Park Ave. Multiple people with near miss stories. This is a disaster waiting to happen.	5/7/2018 6:56 AM
153	Turning cars on Chicago, cars driving too fast	5/6/2018 8:38 PM
154	We avoid going along Lake Street if possible. Just too much traffic.	5/4/2018 9:26 PM
155	Lathrop/Greenfield is a busy intersection to cross, as is Ashland and Greenfield (lots of turning traffic). Lathrop and Augusta also busy with people either cutting through RF or just in a hurry.	5/4/2018 5:23 PM
156	TOO MANY UNCONTROLLED intersection. In this age of impatient, distracted drivers, the Village must take action to improve vehicle and pedestrians by adding stop signs to all intersections. Even though I live four blocks from the school, my child has no choice but to navigate AT LEAST one uncontrolled intersection. How much can a stop sign cost? The entire length of Iowa St is a disaster, with the exception of Lathrop.	5/4/2018 5:01 PM
157	We live west of Park. The crossing at Park & Greenfield is an issue - there are often cars parked on the road making it hard to see the kids and traffic moves quickly. A stop sign feels like it would be appropriate there given the location of the school.	5/4/2018 5:00 PM
158	The train underpasses at Franklin and at Keystone/Gale have very limited visibility making it dangerous for bikers and walkers. This is the only way for the kids in south RF to get to school, so they should be priority intersections.	5/4/2018 4:50 PM

Q7 If your student(s) walks to/from school, with or without you, are there any traffic conflicts or safety issues that you/they experience along the way? (please specify by location)

Answered: 194 Skipped: 118

#	RESPONSES	DATE
1	My concern is crossing park ave at greenfield. No stop signs on park ave at the 3 way intersection. Cars belonging to Dominican students are on parked on Park ave and it is difficult to see children waiting to cross and kids must walk out into the street to look around parked cars to see if safe to cross. In addition, vehicles travel at a high rate of speed on park.	5/20/2018 7:11 AM
2	Drivers do not yield to pedestrians. Drivers roll or do not stop at stop signs.	5/19/2018 6:16 PM
3	For students who live east of lathrop, there are no crossing guards after lathrop and division, traffic is very busy on Monroe and Jackson withparents driving down to do drop off and pick up at Roosevelt.	5/19/2018 1:07 PM
4	Same as above. Crossing Washington at Franklin stop light can be dangerous. A lot of confusion with Park drive	5/19/2018 12:31 PM
5	Cars turning right on red in front of pedestrians at Thatcher and Lake	5/19/2018 12:20 PM
6	Lack of high-visibility crossings and crosswalks of Hawthorne Ave near the Thatcher Ave and Keystone Ave viaducts.	5/19/2018 9:28 AM
7	Again the underpass is a worry.	5/18/2018 7:17 PM
8	Same as #6	5/18/2018 5:06 PM
9	Hawthorne/Central and Franklin by the viaducts are dangerous and cars go to fast and do not stop.	5/18/2018 3:50 PM
10	No, there is no traffic issues or safety issues.	5/18/2018 7:38 AM
11	Ashland and Division and speeding along lathrop ave	5/16/2018 10:44 AM
12	N/A	5/15/2018 8:02 PM
13	My kids frequently tell me that cars drive too fast and disregard walkers/bikers in general.	5/15/2018 3:00 PM
14	Thatcher crossing on Oak St is not pedestrian or bike friendly. There are lots of pedestrians and cyclists, including lots of kids, that cross that intersection to go to school or visit the forest preserve. Would be great to have a yellow light that could be activated by pedestrians as needed when crossing Thatcher.	5/15/2018 2:18 PM
15	Lathrop going southbound the cars speed in order to make the light. It's extremely dangerous every day of the week.	5/15/2018 11:36 AM
16	Crossing guard at Jackson and Circle Ave is really confusing. Once, I had my turn signal on, he waived me through then yelled at me because someone started to cross. I apologized and told him I thought he waived me through. His response was that the didn't think I was turning. This was very confusing and confusion is a safety issue!	5/14/2018 8:09 PM
17	Crossing Division at Franklin or Ashland	5/14/2018 7:40 PM
18	Uncontrolled intersections along Iowa Ave. Cross walks that have no lights - in the winter the sun sets at 4:30 pm but many students have after school activities. Even though there is a crosswalk at Jackson & Chicago, there is no request light (like at Chicago & Scoville in Oak Park) such that pedestrians can alert drivers that they are crossing.	5/14/2018 11:35 AM
19	no	5/14/2018 10:26 AM
20	Crossing Ashland at Division	5/13/2018 9:55 PM
21	crossing Lathrop.	5/13/2018 6:42 PM
22	No stop sign on Franklin and Linden. So many kids walk on Franklin from south RF	5/13/2018 12:57 PM

23	Automobile traffic traveling east/west on Hawthorne avenue at Franklin Ave has limited visibility of students coming in and out of the train underpass on south side of train tracks. This applies to Central Ave as well on the north side of the train tracks, but is not as busy a thoroughfare	5/11/2018 5:03 PM
24	No	5/11/2018 9:50 AM
25	parents don't stop at crosswalks curb cut at oak & lathrop, northeast side in particular is greater than an 8% grade at oak & ashland parents pull into the crosswalks/block intersection often	5/11/2018 9:39 AM
26	My child doesn't walk by themselves at the present moment.	5/11/2018 8:09 AM
27	See above answer	5/11/2018 6:20 AM
28	Even with the crossing guard, Lake and Franklin is hard to cross. Not safe without the crossing guards, but they aren't always out when the kids are walking home after activities.	5/10/2018 8:48 PM
29	Lake st traffic is challenging for a child to cross	5/10/2018 8:42 PM
30	intersection of washington and vine	5/10/2018 8:35 PM
31	Same as #6: I have seen an increase in drivers that appear to be taking a short cut thru River Forest.	5/10/2018 7:54 PM
32	no	5/10/2018 4:54 PM
33	St. Luke's crossing guard on Lake St. do not stop vehicle for all pedestrians crossing Ashland.	5/10/2018 4:32 PM
34	Keystone and Hawthorne - there is no stop signs, thus cars do not come to a complete stop Keystone and Linden - There is no stop sign on Keystone, cars speed down Keystone between Washington and Hawthorne in an effort to park and catch the train.	5/10/2018 4:05 PM
35	Lake street between Park and Forest where the Park District grounds-keeping building is presents a safety issue. Trucks come in and out of there, and cannot see kids who are walking past.	5/10/2018 3:14 PM
36	our son has to cross several streets along lake street and the area around jewel often seems overly busy with cars looking more at getting in/out of jewel rather than looking at kids crossing. our son has said that several times in that area cars were "suddenly" turning when he was crossing the street	5/10/2018 2:30 PM
37	Greenfield & Park intersection	5/10/2018 11:54 AM
38	The following intersections need permanent guards: Oak and Park; Oak and Franklin; Also, I only allow my kids to travel down Park because there are so many unsecured intersections in River Forest (intersections with no stop signs or only two-way stops.) These are very dangerous intersections.	5/10/2018 11:48 AM
39	See my answers to #5	5/10/2018 10:51 AM
40	no	5/10/2018 10:40 AM
41	I live in the area of River Forest south of the commuter rail. I would prefer an additional stop sign on Washington to slow down the through traffic on that street. Through traffic goes very fast and the stop at Washington and Keystone is typically rolled, at best.	5/10/2018 10:11 AM
42	Lake and Lathrop should have guards for unsupervised kids	5/10/2018 10:11 AM
43	none	5/10/2018 9:53 AM
44	We experience the same safety issues as mentioned in the previous response. Motorists speed down Hawthorne and Central Ave. before and after school. They often fail to make complete stops at the intersections of Hawthorne and Franklin, and Central and Franklin. These intersections are especially dangerous as this is where a viaduct is so both are blind corners. Motorists have little regard for the students walking to and from school which is troubling. Some of the neighborhood children have been hit by vehicles at these intersections. The RF Police Dept. has put out speed signs at different times on Hawthorne, yet these have a limited effect on slowing the traffic.	5/10/2018 8:56 AM
45	Franklin/Oak was terrifying before the crossing guards particularly in inclement weather. I would walk with my student because sometimes grade schoolers cannot gauge a driver's action.	5/10/2018 8:51 AM
46	I just want to make sure that they cross busy intersections (Lathrop & Division) with a guard.	5/10/2018 8:32 AM
47	Nothing in particular other than the fact that it would be nice to have an 'official' route (more kids walking together in same direction;safer in numbers)	5/10/2018 8:29 AM
48	Walking routes seem ok	5/10/2018 8:03 AM
49	Commuters trying to avoid Lake shoot down Hawthorne and Central (either side of train tracks) and aren't yielding to pedestrians at 4-way stops on Franklin or Ashland. Better traffic management of cars (not just pedestrians) along Lake might help	5/10/2018 7:11 AM

50	Intersection of Keystone and Hawthorn is a complicated intersection for everyone to navigate. There is also a blind spot for drivers as they come to the corner of Central and Keystone and it is difficult to see pedestrians and cyclists.	5/10/2018 7:05 AM
51	Lake and Lathrop—heavy traffic; no adherence to to right turn signs; cars proceeding after lights have changed	5/10/2018 6:51 AM
52	Oak and Ashland, Franklin can get a little nutty but has been okay. we have taught our kids how to be careful.	5/9/2018 11:45 PM
53	Busy streets to cross especially in the morning with increased traffic/commuters. My students need to walk an extra block away to get an intersection with a stop sign. There is no stop sign on our street and they need to cross a very busy street that has commuter traffic. People do not stop for pedestrians.	5/9/2018 11:08 PM
54	At the corner of Jackson and monroe I've experienced cars not stopping at stop signs- northbound on Jackson. I've noticed it from walking with them at certain times.	5/9/2018 10:54 PM
55	Crossing Lathrop is always treacherous but so far we have had people stop and wait for the kids to go by	5/9/2018 10:53 PM
56	Not really	5/9/2018 10:45 PM
57	Cars often speed away from intersections near school but without crossing guards, such as Lathrop and Augusta. Would like to see more police presence.	5/9/2018 10:44 PM
58	Sidewalk can be icy at Lincoln and salt is not used Parents and kids fall Cars honking aggressively and speeding	5/9/2018 10:39 PM
59	there are too many cars on the road and 8am and 3pm. More kids should be walking or biking! Less cars make River Forest safer for kids and commuters. The intersection of Lathrop and Greenfield is especially harrowing at 8am and 3pm.	5/9/2018 10:39 PM
60	car/pedestrian confusion at busy intersections	5/9/2018 10:34 PM
61	crossing guard at Franklin and Lake is normally sufficient for walking times	5/9/2018 10:22 PM
62	Please see prior responses for the need for 4 way stop signs at Gale and Washington, and at Gale and Vine	5/9/2018 10:17 PM
63	No	5/9/2018 9:32 PM
64	Vine and Gale, Gale and Washington	5/9/2018 9:31 PM
65	Cars do not stop for pedestrians at crosswalks. Most of our experience is at the Augusta/Jackson one but Chicago/Jackson is bad too. One car didn't even slow and instead swerved into oncoming traffic.	5/9/2018 8:28 PM
66	Crossing driveway is always my concern so I never let my children walk by themselves.	5/9/2018 7:52 PM
67	Drivers not obeying school speed zones	5/9/2018 6:55 PM
68	She doesn't walk because of fear of crossing Washington, Central, Hawthorne uncontrolled	5/9/2018 6:41 PM
69	anyone turning left or going strait from Franklin to Lake st	5/9/2018 6:38 PM
70	The crossings on ashland & Franklin at Hawthorne and central are sometimes tough with cars not coming to a complete stop	5/9/2018 6:25 PM
71	None	5/9/2018 6:21 PM
72	See the answer from the previous question. In addition to the traffic on the main street we have a bank on each corner which has produced an increase of cars coming down our block during the start and end of the school day. And some of the drivers have no regard to the fact that pedestrians and small children are passing by.	5/9/2018 6:12 PM
73	Same concerns as I outlined above in no. 6.	5/9/2018 6:03 PM
74	N/a	5/9/2018 6:00 PM
75	At the intersection of Berkshire and Monroe there's no stop or yield sign. Cars driving from Trinity eastbound on Berkshire zoom through that intersection without stopping either taking a hard right or zipping straight through.	5/9/2018 5:56 PM
76	no	5/9/2018 5:47 PM

77	Entire Oak Ave corridor- Oak & Forest, Oak & Park, Oak & Franklin, Oak & Lathrop in particular - are all incredibly very busy with cars/traffic as it seems to a main route for cars to avoid Lake Street or Chicago Ave, but its also the main route for dozens and dozens of students. Overall, there is little understanding/direction for cars on right of way, or who's "turn" is next when at a stop or yield (to either other cars, or pedestrians). Crossing guards have helped immensely in clarifying right of way for pedestrians and also as visible signals to drivers that it is safe to proceed driving. My children feel safer with crossing guards in place, because there are clear rules with adults in charge. Their implementation is piece of mind for our family.	5/9/2018 4:51 PM
78	no.	5/9/2018 4:47 PM
79	No	5/9/2018 4:45 PM
80	Cars on Lake often race sometimes race through the intersection, ignoring the crossing guard. Our children were almost hit there despite the presence of a parent and a crossing guard. There is sometimes confusion at the 4 way stop at Lathrop & Oak, as the crossing guard may wave cars through, which can look like waving students through.	5/9/2018 4:21 PM
81	Hawthorne and Franklin--really poor visibility, commuters barely stop at sign on Hawthorne (who knew stop signs are optional?) Needs a police officer looking to make some money for the village. More realistically needs a crossing guard and the homeowner on the southeast corner bush's are impeding visibility. I will not let my 9 year old cross the street on either side of that intersection by herself. Washington Blvd at Franklin. It's just a busy street with a lot of cross town/commuter traffic that is not mindful of children. Needs a crossing guard and maybe blinking lights for pedestrians. I will not let my 9 year old cross the street by herself.	5/9/2018 4:16 PM
82	Always concerned on Lake Street and the cross walk at Oak and Lathrop.	5/9/2018 4:14 PM
83	Better traffic control by the schools.	5/9/2018 4:04 PM
84	Same as #6	5/9/2018 4:01 PM
85	Intersection of Iowa/william	5/9/2018 3:58 PM
86	Not really we only cross on street at Lake and Park.	5/9/2018 3:55 PM
87	Keep the crossing gaurds!	5/9/2018 3:53 PM
88	Cars not looking out for kids; driving too fast	5/9/2018 3:52 PM
89	N/A	5/9/2018 3:50 PM
90	Speeders on hawthorn in am and pm	5/9/2018 3:40 PM
91	Walking at Franklin between Central and Hawthorn Ave. Some drivers aren’t as cautious as you would like them to be. Especially in the morning.	5/9/2018 3:38 PM
92	Lake/Franklin, Oak/Lathrop	5/9/2018 3:29 PM
93	Cars shall significantly slow down and be cautious on Franklin during pick up and drop off time	5/9/2018 3:12 PM
94	Again, the Division St crossings are hazardous	5/9/2018 3:04 PM
95	She has not discussed any but she walks with friends.	5/9/2018 3:02 PM
96	People not letting kids cross the street	5/9/2018 3:02 PM
97	Cars not stopping for 4 way stops at the above said intersections	5/9/2018 3:01 PM
98	Franklin and Oak has no stop sign along Oak. I worry about cars not stopping, speeding, not looking when my kid crosses Oak. My kid does not look both ways even after his friend got hit by a car and my kid is a careful kid. If he walks home with a friend they probably would double their chances of not looking and getting hit. Also, there a lot of cars travelling along Oak dropping off or having just dropped off a kid at 1 of the 3 schools near that intersection.	5/9/2018 2:57 PM
99	Yes. Cars don’t pay attention and don’t yield to pedestrians	5/9/2018 2:54 PM
100	Although there is now a stop sign at the intersection of Greenfield and Park, parked cars on Park Avenue often obstruct sight lines.	5/9/2018 2:53 PM
101	Lathrop, where there are no crossing guards and on Franklin at Greenview.	5/9/2018 2:51 PM
102	I worry about them crossing streets alone during rush hour (before school walk) so they don't walk alone. I worry about crossing Park Ave at either Oak or Lake Street. Having a crossing guard newly installed at Oak and Park has been helpful.	5/9/2018 2:50 PM
103	No other than having to wait to cross the street with a crossing guard.	5/9/2018 2:45 PM
104	Not on the way to Roosevelt.	5/9/2018 2:43 PM

105	there should be crossing guards around Willard	5/9/2018 2:40 PM
106	N/A	5/9/2018 2:39 PM
107	Oak and asland	5/9/2018 2:38 PM
108	it is a long distance for our family to which there are safety concerns for elementary school ages	5/9/2018 2:37 PM
109	Ashland and Franklin intersections with, respectively, Hawthorne and Central.	5/9/2018 2:37 PM
110	The new crossing guards have been a much needed safety addition.	5/9/2018 2:36 PM
111	My daughter often complains of drivers speeding out of their driveway and there not being enough light when coming home from the library or school when she has to stay to work on a project or is involved in a school activity.	5/9/2018 2:35 PM
112	Crossing under the railroad tracks south of Lake is difficult.	5/9/2018 2:34 PM
113	Drivers just don't pay attention (or care). I don't think it's anything that the village or schools can do. It's a total disregard for traffic rules and indifference to people walking. People blow through stop signs, they ignore crosswalks; they're in a hurry. My son walks to Lincoln 95% of the time from the Oak/Forest intersection. The Park/Oak intersection has improved, but there are still drivers who just don't care about people on foot. In addition, the drop-off/pick-up lane on Park still baffles people - even with Mr. Godfrey standing out there.	5/9/2018 2:34 PM
114	Yes, there is a lot of traffic at Hawthorne (east bound) and Franklin and there is no cross guard there and a lot of people don’t fully stop.	5/9/2018 2:33 PM
115	See above	5/9/2018 2:32 PM
116	Crossing Lake anywhere other than with the guard can be challenging	5/9/2018 2:31 PM
117	Walking with or without a crossing guard is difficult, specifically because of the issues crossing Lake anywhere between Thatcher and Lathrop. Need fewer vehicles and more controlled (traffic or crossing light) intersections. The intersection at Lathrop/Brown/Hawthorne/Central is also very difficult because of the proximity of the four-way stop with multiple vehicle lanes to two uncontrolled turns (southbound left onto Brown, and northbound left onto Hawthorne). This creates confusion about right-of-way, and students are often ignored by cars there. I would advise eliminating these two left turns completely and pushing the southbound traffic down to Washington/Randolph and the northbound left turns to Central or better yet, all the way to Chicago.	5/9/2018 2:31 PM
118	Monroe and Berkshire is an intersection with no stop or yield signs.	5/9/2018 2:30 PM
119	Drivers are DISTRACTED. We are all guilty of this. Any plan must account for the distracted driver, not the perfect driver. While a crossing guard can't be at every intersection, we need a way to alert drivers to the school zones: speed bumps, flashing lights, spinners, beeping sounds when a pedestrian approaches, etc. It's not one particular location - its everywhere that children cross.	5/9/2018 2:26 PM
120	We cross Park Avenue at Greenfield while walking from our home on Forest Avenue to Willard. Cars often travel at high speeds along Park Avenue (often seems like Dominican students driving fast) and it doesn't help that cars can park along the street, blocking a driver's view of pedestrians. It's really not an ideal set-up for those who walk.	5/9/2018 2:25 PM
121	Same answer as question #5.	5/9/2018 2:23 PM
122	Crossing Thatcher on Oak	5/9/2018 2:23 PM
123	None that I know of	5/9/2018 2:22 PM
124	Yes - there needs to be a crossing guard (at a minimum) on Park Avenue for the Greenfield crossing. There are commuters and Dominican college students (and parents dropping kids off) that are all busy driving through this s-curve intersection with only one stop sign. Plus, with any construction around the area or parked cars, it makes visibility very difficult (especially when factoring in cars turning). It is a very unsafe intersection for walking to/from school.	5/9/2018 2:20 PM
125	people drive down Park Avenue very fast in both directions and they are not supposed to turn from north avenue. this is not enforced.	5/9/2018 2:18 PM
126	Coming from southern River Forest heading under the railroad tracks, there is zero visibility at every intersection on Hawthorne and Central.	5/9/2018 2:16 PM
127	Since they travel down Lake Street from Edgewood & Lake to Park & Lake, people still turn while the kids are trying to cross at Lake & Thatcher. Also, the pedestrian cross walk across Lake Street at Keystone needs more then a flashing light, cars don’t stop while kids are in the cross walk.	5/9/2018 2:14 PM
128	Lathrop/Lake	5/9/2018 2:08 PM

129	Same as above	5/9/2018 2:07 PM
130	I feel that a lot of these drivers rush past the school and do not pay attention to the pedestrians.Lake street gets very busy with traffic in the morning and afternoon.	5/9/2018 2:04 PM
131	see #5	5/9/2018 1:39 PM
132	Yes cars driving east on hawthorn turning right to go north on keystone don't stop to let kids cross at that 3 way intersection .there should be a pedestrian crossing there.	5/9/2018 1:02 PM
133	None	5/9/2018 10:54 AM
134	Stop signs on Lathrop	5/9/2018 9:29 AM
135	Yes, the traffic is speeding on Hawthorne all the time. Also they speed on the streets that are cutovers to Madison like Keystone. There are crossing guards north of Lake that mitigate issues like this north of the schools but none south of Lake and people are flying on Hawthorne. At a minimum you need someone at Franklin and Hawthorne	5/9/2018 9:00 AM
136	See number 6	5/9/2018 8:48 AM
137	No	5/9/2018 8:47 AM
138	Mostly near Keystone and Hawthorne	5/9/2018 8:38 AM
139	Lots of cars around the train station, headed in all directions— crossing Hawthorne at Keystone. Crossing Lake street.	5/9/2018 7:12 AM
140	Please see answer to #5. Same issues apply.	5/9/2018 6:43 AM
141	We cross going west at keystone and Hawthorne. There are no marked crosswalk there and often cars roll through the turn coming from leaving the 3-way stop sign. In addition this Keystone/Hawthorne 3way stop is very busy at commuting times as cars are traveling to and from the metra.	5/9/2018 6:16 AM
142	Cars going too fast down Oak. Especially after park to thatcher now.	5/9/2018 4:23 AM
143	We take a route that avoids Lake Street because of all the car traffic on Lake.	5/9/2018 2:51 AM
144	See #5	5/9/2018 12:19 AM
145	Franklin and oak	5/9/2018 12:01 AM
146	Yes Hawthorne and thatcher/gale the intersection is dangerous through traffic north has no stop south traffic has a yield and west traffic has a stop. My child will never be able to cross there safely.	5/8/2018 8:52 PM
147	Traffic on lake street and Washington don't stop for people in the crosswalk.	5/8/2018 7:08 PM
148	The Park/Lake intersection is a nightmare. We never cross there. We cross at Franklin and Lake, but even there cars are going around the crossing guards on Lake and parents who have dropped their children off drive very aggressively to cross Lake at Ashland. It is frightening. We never use the crosswalks unless there is a crossing guard. Even the one right by the police station. They are not enforced (or respected by drivers).	5/8/2018 1:46 PM
149	Crossing Augusta is unsafe for small children. I do not let my child walk alone because she can't easily get across Augusta, unless she walks a block east of school to Lathrop or a block west of school to Park. Cars travel too fast on Augusta & there are no crossing guards. Stop signs would help in many ways.	5/8/2018 12:14 PM
150	Lots of traffic along oak street in the morning, creating safety issues at major street crossings (Park, Franklin, etc.)	5/8/2018 12:14 PM
151	The intersection of Ashland and Division is quite busy and there is no stop sign.	5/8/2018 8:58 AM
152	Again. Love new crossing guards.	5/8/2018 8:49 AM
153	No good crosswalk across Hawthorne at Thatcher.	5/8/2018 6:25 AM
154	None	5/8/2018 12:58 AM
155	People coming in too fast on Greenfield off of Thatcher. They are using it as a cut-through to avoid the Thatcher/North Ave. intersecttion during rush hour.	5/7/2018 11:32 PM
156	At Ashland and Divison many cars stop in the crosswalk while waiting to turn onto or cross south on Division and block the safe path of the students trying to cross to the west side Ashland on the north side of Division. This is very dangerous for the walking kids.	5/7/2018 10:59 PM
157	Crossing Augusta	5/7/2018 10:51 PM

158	None reporter but my 4th grader may not recognize driving infractions as they offer.	5/7/2018 10:46 PM
159	Drivers don't stop. I wonder why Willard has one crossing guard and Roosevelt has 5.	5/7/2018 10:23 PM
160	Several intersections on Ashland Avenue do not have stop signs.	5/7/2018 10:20 PM
161	The intersections of Park and Oak, Franklin and Oak, Ashland and Oak are very dangerous as cars do not slow down or stop. Also cars go the wrong way down the 500/600 block of Park	5/7/2018 10:00 PM
162	Drivers who fail to pay attention or give them the right of way.	5/7/2018 9:28 PM
163	Speed of drivers particularly on Lake st during the 3pm hour	5/7/2018 9:19 PM
164	Yes-the intersection of Park and Greenfield. There is parking along that street which makes it difficult for children to see when crossing and for cars to see children. Cars exit and enter Dominican constantly and FLY down Park. It is very unnerving that there is not a marked crosswalk, some kind of light or sign to catch drivers attention or telling them CAUTION CHILDREN, or to slow down-a stop sign would be very helpful.	5/7/2018 8:35 PM
165	I would like to see crossing guards at all corners around the school. It would be great to have a crossing guard on Franklin/Greenfield as well to help children cross.	5/7/2018 6:40 PM
166	Please see above - every street crossing busy until we reach Lincoln from Jackson	5/7/2018 6:28 PM
167	Intersection of greenfield and park is extremely dangerous for walkers and bikers especially when cars are parked on park ave.	5/7/2018 5:40 PM
168	Our intersection, Gale and Vine, is uncontrolled and very unsafe. We have seen many accidents there. In addition, while Keystone provides a relatively safe way to cross Washington, students cannot cross at Gale. As a result, many students must gross Gale at Vine to get to Keystone.	5/7/2018 5:38 PM
169	Sometimes there is no crossing guard on Ashland	5/7/2018 5:23 PM
170	Not yielding the way to pedestrians or crossing guard.	5/7/2018 5:16 PM
171	Same as above - cars speed down Park, and a lot of cars are parked on the street right around where children cross the street to get to Greenfield, so it's hard for the kids to even check both ways.	5/7/2018 5:04 PM
172	See # 5.	5/7/2018 4:50 PM
173	Needs a crossing guard on Greenfield and Ashland	5/7/2018 4:47 PM
174	Unmarked intersections along Iowa especially in the afternoon	5/7/2018 4:45 PM
175	Lathrop avenue is really crowded and congested near the metra tracks It's very hard to cross lake street for young children	5/7/2018 4:20 PM
176	Stop sign at Augusta and Keystone frequently has cars blow through it. So does Park and Division	5/7/2018 3:48 PM
177	none	5/7/2018 3:06 PM
178	On Thatcher, cars back out of driveways very fast often without regard for children on the sidewalk. There are also cars cutting through the Mosaic Montessori (RFUMC) parking lots to bypass Lake/Thatcher traffic. Cars at the stop signs along Oak, between Thatcher and Park don't always give pedestrians/children right of way.	5/7/2018 2:50 PM
179	I have not allowed this for fear of my son getting run over. We are still trying to figure a safe route for him to take to and from Willard.	5/7/2018 2:47 PM
180	The traffic at Division street in the mornings is ridiculous and unsafe, even with the crossing guard. Too many people in a rush and MANY of the Trinity kids are dropped off (illegally) on Lathrop and cause a traffic back up. Cars don't know when to cross and pedestrians don't know when to cross either. Trinity needs to be a better partner in the neighborhood and stop the drop offs on Lathrop. Even their own school buses stop and let off kids on Lathrop.	5/7/2018 2:33 PM
181	Na	5/7/2018 2:24 PM
182	Same as above	5/7/2018 2:24 PM
183	crossing at lake and thatcher	5/7/2018 2:09 PM
184	park and oak is much better since adding the crossing guard	5/7/2018 2:07 PM
185	Yes. Crossing Division without a stop sign. Would love to see a stop sign at Division and Ashland.	5/7/2018 2:00 PM
186	Yes. See last answer	5/7/2018 6:56 AM
187	corner of Park and Greenfield there are a lot of cars that go fast and it is a common place for children trying to cross the street to get to school.	5/6/2018 11:48 PM

188	Chicago and Lathrop, and cars in front of the library pulling out of parking spots or trying to turn in to the school parking lot don't see students	5/6/2018 8:38 PM
189	See question 2. Also, cars do not actually stop at Franklin/Hawthorn viaduct intersection. Just a rolling stop.	5/5/2018 8:29 AM
190	The crossing guard at Ashland/Lake does not stop traffic for non-St. Luke's students. Lincoln students and parents have to fend for themselves.	5/4/2018 9:26 PM
191	Same as above - Lathrop and Greenfield is busy and Ashland and Greenfield also busy with lots of turning cars and or backed up cars blocking the crosswalk when it gets busy.	5/4/2018 5:23 PM
192	TOO MANY UNCONTROLLED intersection. In this age of impatient, distracted drivers, the Village must take action to improve vehicle and pedestrians by adding stop signs to all intersections. Even though I live four blocks from the school, my child has no choice but to navigate AT LEAST one uncontrolled intersection. How much can a stop sign cost? The entire length of Iowa St is a disaster, with the exception of Lathrop.	5/4/2018 5:01 PM
193	same as above.	5/4/2018 5:00 PM
194	The intersection at Washington and Keystone is dangerous. I have personally been nearly hit multiple times so I worry a lot about our kids.	5/4/2018 4:50 PM

Q8 For individuals who do not have children attending a River Forest school, do you have any feedback regarding any safety issues for students regarding traffic flow, walking, bicycling, etc. that affects student experiences as they go to and from school?

Answered: 65 Skipped: 247

#	RESPONSES	DATE
1	Traffic back ups on Lake and Lathroo at pickup times	5/19/2018 12:20 PM
2	N/A	5/15/2018 8:02 PM
3	Speeding Proper street markings to warn drivers of school zones Parent and students distracted driving and walking	5/15/2018 6:08 PM
4	The lack of consistency in stop signs, 4-way, 2-way, no way is confusing for drivers and pedestrians alike.	5/15/2018 3:00 PM
5	There is no safe road lane for bikes in this town, especially on main roadways like Lake, Lathrop, Thatcher due to street parking. The speeders are dangerous to those of us biking to school and work.	5/15/2018 11:36 AM
6	n/a	5/14/2018 8:09 PM
7	Many students also walk/bike to Lake street after school to go shopping or to eat. Jackson/Lake (at Jewel) should also have a "beg button" with lights for pedestrians. Chicago/Bonnie Brae is a very busy crossing for Concordia, Grace Lutheran, Dominican, OPRFHS Cross Country and D90 students. There should be a "beg light" for a pedestrian crossing there as it is hard to be seen.	5/14/2018 11:35 AM
8	No	5/11/2018 9:50 AM
9	na	5/11/2018 9:39 AM
10	N/a	5/11/2018 6:20 AM
11	no	5/10/2018 8:35 PM
12	Be on the lookout with sharing roads with bicyclists and cars. There are young children learning traffic rules while walking to school.	5/10/2018 4:32 PM
13	none	5/10/2018 3:14 PM
14	no	5/10/2018 11:54 AM
15	yes- I know several residents on Franklin who have expressed concern about vehicle traffic and frustrated drivers who speed down Oak because they are aggravated with the parked cars. Walking to school would alleviate vehicle congestion but parents need to feel comfortable that their child will arrive at school safely.	5/10/2018 8:51 AM
16	No	5/10/2018 8:29 AM
17	The signs along Lake Street are confusing about crosswalks . People stop for no reason and almost cause accidents daily	5/9/2018 11:13 PM
18	No	5/9/2018 10:45 PM
19	No	5/9/2018 9:32 PM
20	2	5/9/2018 6:38 PM
21	N/A	5/9/2018 6:12 PM
22	N/a	5/9/2018 6:00 PM
23	na	5/9/2018 5:47 PM
24	n/a	5/9/2018 4:16 PM
25	Since my student recently left Roosevelt for OPRF, I feel like I can answer as a parent who has students who attend. I am very concerned about student safety at intersections such as Lake & Lathrop, and Oak & Lathrop.	5/9/2018 4:14 PM

26	NA	5/9/2018 4:04 PM
27	Need more crossing guards on the commuter heavy streets like Washington & Lake. We have 1 @ Chicago and Lathrop but not Lathrop & lake	5/9/2018 4:01 PM
28	N/A	5/9/2018 3:50 PM
29	I live right by the corner of Harlem and Chicago and it is a notoriously dangerous intersection during rush hours.	5/9/2018 3:09 PM
30	N/A	5/9/2018 3:04 PM
31	On division when kids are getting out of soccer games/park some cars driving fast and not being careful that not too long ago someone passed me using the other side of the street.	5/9/2018 3:02 PM
32	N/A	5/9/2018 2:57 PM
33	Trinity tends to have a lot of fast driving cars driven aggressively by teens after dismissal leaving their campus.	5/9/2018 2:45 PM
34	N/a	5/9/2018 2:43 PM
35	N/A	5/9/2018 2:39 PM
36	N/A	5/9/2018 2:33 PM
37	Addressed above.	5/9/2018 2:31 PM
38	NA	5/9/2018 2:22 PM
39	no	5/9/2018 2:18 PM
40	Same as above	5/9/2018 2:07 PM
41	Frequently, we see cars going through the stop sign headed east on Hawthorne at the Keystone Ave viaduct.	5/9/2018 1:56 PM
42	As stated above, Keystone has become a traffic thoroughfare and rates of speed top 40mph. So many of these people are not paying attention and going at such a high rate of speed if they were to have to stop suddenly I fear the outcome.	5/9/2018 1:23 PM
43	The intersection at Keystone and Hawthorne is dangerous. Heavy commuter vehicle traffic, in a more heavily-used pedestrian (adults and many children, due to park locales) intersection.	5/9/2018 10:54 AM
44	Police need to enforce the inconsiderate adults driving around schools. Waste of community tax dollars exploring routes that students will not detour to use.	5/9/2018 9:15 AM
45	See above	5/9/2018 8:47 AM
46	My kids use all three schools and i consistently talk about safety. Maybe host safety classes for kids.	5/9/2018 4:23 AM
47	I do not trust other drivers. People are completely distracted. Our kids have to be taught to not expect people to see them or slow down for them. Not sure how that can be fixed	5/8/2018 10:09 PM
48	See above regarding walking safety crossing east-west streets.	5/8/2018 7:08 PM
49	No good crosswalk across Hawthorne at Thatcher. Very dangerous traffic flows there.	5/8/2018 6:25 AM
50	Na	5/7/2018 10:46 PM
51	Speeding traffic.	5/7/2018 10:23 PM
52	N/A	5/7/2018 10:20 PM
53	Not applicable	5/7/2018 9:28 PM
54	Drivers on Lake exceed the speed limit and can be very unsafe in the morning	5/7/2018 6:28 PM
55	For students walking from the south end of River Forest, I know the light at Franklin and Washington does not give a lot of time for crossing.	5/7/2018 6:22 PM
56	N/a	5/7/2018 5:04 PM
57	no	5/7/2018 3:06 PM
58	I am amazed that kids don’t even bother look both ways when crossing the street. Parents and teachers should teach them how to cross a street. This is very evident around Roosevelt. It shocks me that kids run right in front of cars.	5/7/2018 2:55 PM
59	No	5/7/2018 2:47 PM

60	I live south of the tracks and I'm concerned about sending my kids to school when they're older because of how dangerous the car traffic is on Hawthorne	5/7/2018 2:30 PM
61	Na	5/7/2018 2:24 PM
62	No	5/7/2018 6:56 AM
63	I live on Oak Avenue, a primary route for many students to and from Roosevelt Middle School. I consider the main threat to safety of children bicycling to and from school is the careless disregard for their basic traffic regulations, in particular stop signs. 99+% of all the kids passing my house run the stop at Oak and William without even slowing down, much less stopping as is required by state law for bicycles as well as cars. One of the main reason I believe this is occurring is the poor example set by adults in this community. When a cyclists runs a stop at an intersection I am crossing I will give them a horn to let them know they are in violation, their reaction is frequently an obscene gesture. I have also observed a number of cyclists going the wrong way on the one way portion of Central Avenue. Contributing to the problem is the negligence on the part of the Police by not enforcing traffic law as it applies to adult cyclists. Police are also prone to making rolling stops at stop signs. This type of "California Stop" would result in a ticket if the same level of stop was picked up on a red light camera before making a right on red.	5/6/2018 8:47 AM
64	See above.	5/5/2018 8:29 AM
65	TOO MANY UNCONTROLLED intersection. In this age of impatient, distracted drivers, the Village must take action to improve vehicle and pedestrians by adding stop signs to all intersections. Even though I live four blocks from the school, my child has no choice but to navigate AT LEAST one uncontrolled intersection. How much can a stop sign cost? The entire length of Iowa St is a disaster, with the exception of Lathrop.	5/4/2018 5:01 PM

Q9 Feel free to provide any general comments on the safe walking routes to school program not covered in this survey.

Answered: 79 Skipped: 233

#	RESPONSES	DATE
1	There has been an influx of young families on the south side of Washington. Think a crossing guard coming back this way would be terrific since there is no light by Franklin, Park or Ashland.	5/18/2018 7:17 PM
2	The walking school bus program at Willard has been a huge help by getting kids walking, getting a critical mass and parent buy-in. I somewhat dislike the rule that kids must have a parent under grade 3.	5/18/2018 5:06 PM
3	walk on oak to get to Lincoln, there are crossing guards at almost every street	5/18/2018 7:38 AM
4	Need to enforce safe routes thry schools and education new parents	5/15/2018 6:08 PM
5	A crossing light that could be activated by pedestrians and cyclists on the corner of Thatcher and Oak to facilitate crossing Thatcher.	5/15/2018 2:18 PM
6	The constant overflow of traffic from other towns that utilize our main roads creates danger as these people do not care about pedestrians or bikers - they speed to get through town and it's getting worse.	5/15/2018 11:36 AM
7	It would be great if there were designated walking/biking/driving routes to each school. That way drivers and pedestrians would know what to expect in terms of traffic during specific times before and after school. Locals that wanted to avoid school traffic could then plan alternate routes.	5/14/2018 8:09 PM
8	The intersection of Harlem/Lake (N/W corner pedestrian request button does not work). SW corner has an insane green arrow on red going East on Lake, such that pedestrians are put at great risk, as none of the other corners at the busy intersection have green arrows on red. OPRFHS high school students who live in RF also use that intersection to/from school or the L train.	5/14/2018 11:35 AM
9	all traffic at uncontrolled intersections	5/14/2018 10:56 AM
10	There are few intersections that have a sign to stop for pedestrians in that intersection (i.e. Washington and Park). Usually none of the cars stop, but sometimes a car in one direction will stop to let us cross and the car behind them goes around them in the parking lane nearly hitting us. This also happens at Forest and Washington when we try to cross the street to get to the park so I only let my kids cross Washington where there is a four way stop (Keystone) or a light. The intersection of Keystone and Washington is also a problem. Cars there often do not stop at the stop sign or roll through it. It is dangerous to cross there especially during rush hour. Also drivers are speeding down Washington and passing cars in the parking lane.	5/14/2018 9:14 AM
11	I think one freak accident of a student unfortunately hit by a car has cost the village and D90 a whole lot of money. Parents need to teach their kids Street safety and all drivers need to be more patient.	5/12/2018 6:55 AM
12	I think there should be a 4-way stop at Park & Lake. Cars traveling eastbound on Lake are always having trouble turning left onto Park for student dropoff, and car traveling north on Park cannot easily cross Lake and there is heavy pedestrian traffic.	5/11/2018 5:03 PM
13	in general problems are from parents behaving badly and not respecting rules.	5/11/2018 9:39 AM
14	No additional comments	5/11/2018 6:20 AM
15	Traffic around the RF train station is a part of life and living in RF. The traffic increases around the beginning and the ending of the work day which is the same time that students are traveling back and forth to school. This can be a dangerous combination if rules of the road are not clear. We do need to add more stop signs on streets where cars travel too fast (Keystone) and there should not be intersections at this busy location where there are no yield or stop signage (Keystone and Hawthorne)	5/10/2018 4:05 PM
16	The children who live in the north east corner of River Forest need a way to get to school where there are crosswalks somewhere they can use. This is not currently the case as I see it or they would have to walk well out of their way to use it. I hope it gets better.	5/10/2018 11:54 AM
17	The presence of crossing guards on Oak is great, but they need to take a little more initiative and move to where the kids are crossing.	5/10/2018 9:43 AM

18	As a parent of three Lincoln Elementary School students, I feel some drastic measures need to be taken to ensure the safety of walking/biking routes to school for students. Either speed bumps or speed cameras (as used in Chicago's school and park zones) should be implemented on Hawthorne and Central Avenues to create a safer environment for our youngest residents. Research shows that these are effective in slowing traffic while and providing additional revenue to the village. The River Forest Police department does not have enough officers to patrol every street where speeding is occurring.	5/10/2018 8:56 AM
19	Parents/Residents are appreciative that that D90 and the village are taking action for our children's safety. While the concept of recommending a safe passage to school sounds good on paper, it is doubtful that parents/students will plug in their home address and follow the recommended route (esp. middle schoolers)	5/10/2018 8:51 AM
20	I feel the amount of crossing guards is very good.	5/10/2018 8:03 AM
21	I think RF can do a better job making kids safer and allowing parents to feel better about letting their kids walk and bike to school	5/10/2018 7:05 AM
22	Hope there is a pedestrian / bike bridge at Jackson and Lathrop intersection	5/10/2018 6:47 AM
23	we must preserve the freedom and goodness of letting kids walk and bike to school! it is a key reason that we moved to this town! I would hate for the response to be that we stop letting our kids learn the simple, lifelong joys of walking to school in the community.	5/9/2018 11:45 PM
24	Wish scooters were allowed especially for the younger kids	5/9/2018 10:53 PM
25	Training the crossing guards in traffic control Police to pull over speeders	5/9/2018 10:39 PM
26	I'd like to see a crossing guard at Lathrop and Greenfield as well as Ashland and Division	5/9/2018 10:39 PM
27	all safe routes end at perimeter intersections :-)	5/9/2018 10:34 PM
28	I live on a block that is one way during school hours. There is a large one way traffic cone /marker that is placed at the end of the block each school morning to provide a physical reminder and impediment to traffic entering the block from the wrong direction. My concern is that this traffic cone is frequently left up long past the 4pm time restriction. In fact I have seen it left up long after dark. This “safety measure” then becomes a danger to residents as traffic (both cars and bikes) are forced to veer to avoid it.	5/9/2018 9:38 PM
29	None	5/9/2018 9:32 PM
30	Would be helpful to have crossing guard somewhere along Washington to help kids cross that busy street	5/9/2018 7:38 PM
31	The crossing guard at Franklin/lake. is GREAT	5/9/2018 6:38 PM
32	N/a	5/9/2018 6:00 PM
33	River Forest needs to have either a yield or stop sign on at least one side of every intersection. There have been numerous accidents and way too many close calls because of lack of consistent yield or stop signs.	5/9/2018 5:56 PM
34	na	5/9/2018 5:47 PM
35	We live relatively close to school, maybe 15-20 min walk. they know to cross at the lights at Washington and at Lake St. The crossing guards do a pretty good job getting the kids across the streets.	5/9/2018 4:47 PM
36	Many of our intersections don't have stop signs in any direction. Some people can be confused by these and throw in young children walking or on bicycles and I fear a car may not stop when they should simply because they think a lack of a stop sign suggests they don't have to.	5/9/2018 4:22 PM
37	The additional crossing guards along Oak make our current walking route feel safer, as the high-traffic intersections near schools now have a crossing guard. We value the walkability of the community and hope that students walking/biking to school becomes more and more the norm. There is safety in numbers for students walking or riding together and the car traffic will also begin to adjust expectations as there are greater numbers of pedestrians. We disagree with District 90's policy against K-1 graders having bicycles at school. Our children have used bicycles from a young age, and we accompany them while they are learning more to be aware of their environment. We believe this will make them safer travelers as they grow independently from us. Additionally, more students and more parents traveling outside of cars helps normalize this behavior, reducing car trips, which has positive externalities for the whole community. This should be encouraged and not discouraged.	5/9/2018 4:21 PM

38	Thanks for taking up this issue. I was going to suggest this issue to my daughters Girl Scout troop for their Bronze Award before the village took the issue up. Maybe there is still something they can do to help.	5/9/2018 4:16 PM
39	We should consider speed bumps in areas where school zones are located as drivers rarely adhere to posted school zone speeds limits.	5/9/2018 4:04 PM
40	Streets need better lighting. When the clocks are set back in fall many kids are walking or riding home from after school activities and sports in the dark. It's very hard to see them with our current lighting. We need LED/more/better streetlighting throughout the village	5/9/2018 4:01 PM
41	More stop signs!	5/9/2018 3:48 PM
42	Should make crossing points on Lake just a normal stop sign during school hours. Too much room for error with crossing guards	5/9/2018 3:29 PM
43	There is a part of me that things this whole "program idea" is silly. You cannot reasonably provide "safe" routes that cover all variables. The problem is simple: speeding, distracted drivers and horrible, illogical and missing signage (stop signs etc) in the RF community	5/9/2018 3:10 PM
44	It would be great if the village could establish bike and walking routes that are not the same as heavily traveled car routes whenever possible (if the village is not considering changing the current road dynamic to create protected bike lanes).	5/9/2018 3:09 PM
45	A bike path for kids would be great.	5/9/2018 3:02 PM
46	Let's make the crossing guards permanent. What are we talking about $60 a parent a year? GoFundMe page it up.	5/9/2018 2:57 PM
47	People who do not live in River Forest use Lake Street to commute during rush hour and cars are often speeding because traffic gets slowed down during the school commute- I think additional stop signs on Lake Street between Thatcher and Franklin would be helpful. I know the people driving on Lake Street to commute through River Forest are not at all careful about children walking to school.	5/9/2018 2:50 PM
48	I think smart phones are a distraction for all ages of drivers.	5/9/2018 2:45 PM
49	None	5/9/2018 2:43 PM
50	N/A	5/9/2018 2:39 PM
51	An earlier school start time would lessen student commuting volumes during peak traffic times	5/9/2018 2:37 PM
52	We can't feasibly staff every intersection with a crossing guard. Focus on Lake and Oak, as those seem to be the most heavily-trafficked. However, increased signage and more consistent interdiction by RFPD could help other problem spots, such as along Central and Hawthorne by the Union Pacific overpass above Franklin and Ashland.	5/9/2018 2:37 PM
53	N/a	5/9/2018 2:35 PM
54	I think the extra crossing guards added on oak st are necessary to keep everyone safe on the way to school.	5/9/2018 2:24 PM
55	I think more signs should be posted at intersections to avoid confusion. I realize more signs equals more clutter, but several people fly through them when there are no signs.	5/9/2018 2:23 PM
56	NA	5/9/2018 2:22 PM
57	Ms. Toni (the crossing guard at Lake and Franklin) is the GOLD STANDARD of crossing guards. She is so precise, consistent, loving, thoughtful and in control.	5/9/2018 2:12 PM
58	Same as above	5/9/2018 2:07 PM
59	It would be nice to have a painted crosswalk at Keystone and Hawthorne.	5/9/2018 8:48 AM
60	The Keystone/Hawthorne intersection is a particular concern. Cars come at it from all directions, there are a lot of pedestrians headed to the train, and I'm always worried about my kids at this intersection.	5/9/2018 7:12 AM
61	Please do not ignore those south of the train tracks. Many many children funnel through those underpasses on the way to school.	5/9/2018 6:43 AM
62	South river forest is overall ignored in my opinion for walk to School safe routes. Hawthorne street is super dangerous due to the viaduct causing blind spots for drivers.	5/8/2018 8:52 PM
63	The speed limit should be enforced.	5/8/2018 1:46 PM
64	Glad that we now have crossing guards, as I think this will help.	5/8/2018 12:14 PM

65	I would like more visible bike lanes.	5/8/2018 8:49 AM
66	Glad to know the issue is being addressed to offer peace of mind while our son bikes to Willard.	5/7/2018 10:46 PM
67	Speed trap more. Speed bumps?	5/7/2018 10:23 PM
68	—-	5/7/2018 9:28 PM
69	Crossing guards sometimes act as traffic cops. Well intentioned, but Can be a bit dangerous bc of the confusion	5/7/2018 9:19 PM
70	See above	5/7/2018 5:04 PM
71	The safety of children must always come first. Not lateness or your rush to get somewhere. Remind drivers that pedestrians have the right of way. Drivers think that just bc there isn't a stop sign, they don't have to stop. The laws actually dictate that drivers are to stop for pedestrians at the crosswalk.	5/7/2018 2:33 PM
72	Clear route with crossing guards	5/7/2018 2:24 PM
73	Stop signs on Oak at Franklin and Ashland	5/7/2018 2:24 PM
74	I'm not sure there is a safe walking route with no crossing guard at lake and thatcher from our home on the south side of lake to Lincoln. Traffic turns right with no regard for pedestrians on all side streets.	5/7/2018 2:09 PM
75	Would love to identify routes that kids could bike with monitors throughout the village.	5/7/2018 2:00 PM
76	Need a safe crossing at Greenfield and park.	5/7/2018 6:56 AM
77	Educating residents and non-residents about uncontrolled intersections. I see people everyday not even brake at these intersections...and it is very scary. Maybe talk with Concordia and Dominican to put some sort of email to the students/teachers about how to drive with all our uncontrolled intersections. We live right off Iowa, and all those intersections are concerning.	5/6/2018 9:42 AM
78	I would LOVE to see less people on their phones while driving around, especially around schools where there are so many kids. In addition to safety, it sets a terrible example for older kids who are soon to be drivers themselves. This is not only a parent problem, obviously, and it would be nice to see no cell phones while driving enforced.	5/4/2018 5:23 PM
79	Please, please, please review all uncontrolled intersections and add stop signs.	5/4/2018 5:01 PM

Crossing Guard Locations
River Forest

GIS Consortium

