VILLAGE OF RIVER FOREST
TRAFFIC AND SAFETY COMMISSION MEETING

Wednesday, November 20, 2024 – 7:30 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: bkoclanis@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: 833 5080 7173 and passcode 202850 or by clicking here: https://us02web.zoom.us/j/83350807173?pwd=dkIvanBtZHluWitRdzBjNnl5cHYzZz09 If you would like to speak during public comment or if you wish to participate in-person at Village Hall, please email bkoclanis@vrf.us by 3:00 PM on Wednesday, November 20, 2024.

1. Call to Order/Roll Call
2. Adoption of minutes from the Traffic and Safety Commission meeting held on September18, 2024
3. Public Comment
4. Continue discussion of the request by Sean Herring of 915 Monroe Avenue to install stop signs in the north and south directions at the intersection of Iowa Street and Monroe Avenue.
5. Request by Julie Sciaraffa of 1540-A Franklin to install a concrete bump out at Franklin and North Avenue to eliminate North Avenue Traffic turning southbound on to Franklin Avenue.
6. Discussion of procedure for staff fielding citizen traffic requests.
7. Adjournment

VILLAGE OF RIVER FOREST
TRAFFIC AND SAFETY COMMISSION
MEETING MINUTES

Wednesday, September 18, 2024

A regular meeting of the River Forest Traffic and Safety Commission was held on Wednesday, September 18, 2024.

ROLL CALL AND CALL TO ORDER

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

Chairman Rees asks if there are any comments regarding the last minutes of May 15, 2024, July 17, 2024, and requests a **MOTION to approve the Minutes**. **Minutes were approved and all were in favor.**

PUBLIC COMMENT

Michael Anderson, 1215 Park Avenue. Talks about his frustration due to parking concerns on west side of Park Avenue due to maneuvering his 3 cars daily, fire lane, speed limit and street being dangerous. Park is only street without parking restrictions or speed limit signs.

Gerri Humbert, 1319 Park Avenue. Talks about Dominican University changing their campus by its Master Plan in 2005 regarding building a parking garage and installing a gate prohibiting traffic which was removed. Also discusses KLOA Traffic Study in 2020 regarding reversing progress in traffic, removing 2-hour parking signs on Park Avenue and reinstalling gate which are safety issues. Nobody on her block was advised of parking restriction changes.

Louise Flagg, 1331 Park Avenue. It's a challenge living on the corner of Greenfield & Park due to street being a cut-through street which is dangerous. I have called the Police Department everyday for last several weeks to issue tickets.

Mark Titzer, Chief Financial Officer at Dominican University, apologies for increased traffic due to record enrollment. Confirms the gate has been reinstalled as it was damaged. They are currently monitoring parking garage statistics and investigating shuttling and other out lot opportunities, carpooling, etc. Also confirms parking fee rates.

Michael Anderson, 1215 Park Avenue, directs comments to Mark Titzer indicating that the parking situation needs to be addressed by Dominican University not the residents that live on Park.

COMMISSION COMMENT

Chairman Rees indicates there are no parking restrictions on Thomas and very few parking restrictions on Franklin. Indicates the Commission will consider the knock-on effects if they reimpose parking restrictions on Park.

Commissioner Hoyt indicates that she would like to find a solution for the residents to provide additional parking as they have a unique situation.

Commissioner Gillis talks about his drive in today at 11:15 a.m. on Division and garage was full. A lot of cars today were on Thomas, Franklin and on Greenfield near Park. Talks about possible solution to split up 35 parking spots and turn 15 of them into resident only on the west side which allows residents somewhere to park and gives another 15 spots for students.

Commissioner Osga talks about feedback from residents, and they should be priority. Also discusses ways to solve traffic & safety issues and to reinstate resident only parking for residents.

Chairman Rees directs comment to Commissioner Osga to clarify when you say reinstate resident only that previously it was 2-hour parking, not resident only. As one of the residents pointed out, after resident complained, the Police changed it by temporary order to be resident only. Members of this Commission and I complained. We want those changes to happen through this process not just because somebody calls and talks to the Police Chief. It used to be 2-hour parking, and I don't hear any of you asking to reinstate 2-hour parking. As your petition says, you are asking to have resident only parking 8:00 until 4:00. Is this your proposal?

Commissioner Karrow inquires if it was 2-hour parking between 2005 until 2019?

Chairman Rees indicates he doesn't know the exact period. Also directs comment to the public as to when the Commission asked to remove the temporary restriction that the police placed so they can obtain data and assess how the block was being utilized.

Commissioner Karrow indicates for several years, the 2-hour parking did work and to revert to exempting residents so they can park there all day as this would accommodate the University students and residents to park.

Commissioner Jayaraman feels that the 2-hour parking will not resolve parking problem for residents. He likes Rick's idea to keep it split up so residents can park there all the time.

Commissioner Osga talks about the percentage of parking spaces available. He does not feel 5% of parking spots on Park would not make a difference. Parking for residents needs to be prioritized.

Chairman Rees asks Mark Titzer if he knows how many River Forest residents are enrolled as students at Dominican?

Commissioner Jayaraman asks Mark Titzer if there are 3,000 full and part time students? How many staff, personnel and parking spots total inside the campus? So, 2,000 spots missing.

Commissioner Osga indicates that Dominican has a need for more parking. You have a lot of cars coming in. I'm willing to throw a motion out there now and see if we have the votes as we have other things to talk about.

Commissioner Chase indicates that she is under the impression that there is an existing Ordinance for Park Avenue on the west side. Exactly what is that Ordinance if I may ask?

Matt Walsh, Village Administrator, indicates that Ordinance - restriction was revoked in 2020. It was a 2-hour restriction that was struck from the Code.

Chairman Rees indicates that there is no Ordinance or restriction on the west side. There is a limited restriction period for limited space there.

Commissioner Karrow indicates that if we put 2-hour parking in place and cars are not being ticketed, talk to the Police Department and ask them to start ticketing, be more aggressive about it and continue that practice for couple months until word spreads around. I would hate to restrict all parking there or make it resident only parking there as don't think traffic enforcement will be enforced.

Chairman Rees indicates there is restricted parking in other parts of the Village. You are right that there is not that kind of 2-hour restriction which used to be on your block.

Chairman Rees answers a question to resident, not using the microphone, that at a prior meeting, we did make a request to rescind that temporary order that the Police put in. We, as the Commission, try making decisions on a data driven way to avoid ad hock decisions.
If we do make a recommendation tonight, it would go the Village Board, and they would decide if they would accept or deny our recommendation.

Commissioner Karrow replies to resident, not using the microphone, not putting up 2-hour parking as we don't think it will be enforced but I don't think that lack of enforcement should be what drives our decisions with respect to signage.

Commissioner Jayaraman agrees with John. The University has more resources than all the residents trying to figure out whether there should be parking. We can put in place that the University is forced to do more parking construction.

Commissioner Osga indicates that the benefit to the residents is 5% of the detriment to the University and that the benefits to the residents of River Forest is much greater than the determent to the neighbor to the west as they have all this money coming in with their enrollment. They have the resources and the land.

Chairman Rees states that John is in favor of resident only and Dave suggesting taking an incremental least restrictive approach to reinstall the 2-hour parking and push for enforcement. Are there any other comments on the choices we are considering?

Commissioner Chase indicates that she lives on the 800 block of Bonnie Brae and compares the parking to when the Sheridan put in their assisted living facility. We have 8:00 to 4:00 or 8:00 to 5:00 parking. It worked. Maybe we can transfer that over to Park Avenue.

Chairman Rees talks about parking on the blocks of Forest and Keystone immediately south of Dominican are resident only. Thomas is open and there are some issues with overflow parking happening on Thomas. Franklin is open except for student loading area by Willard School. We recognize there might me an effect on an adjacent street, but we wait to see if neighbors complain, and we react to that too. We can anticipate that we may back to addressing this issue if we restrict the parking on Park.

Commissioner Osga indicates that we certainly will be back here addressing that issue if Dominican does nothing about their parking issue. Yes, I agree with you.

Chairman Rees asks if there is a Motion to be made?

Commissioner Osga would like to make a Motion that we turn the 1200 – 1300 block of Park Avenue on the west side to resident only.

Chairman Rees asks what hours?

Jack Bielak, Director of Public Works & Engineering, indicates that the petition was 8:00 to 4:00 for residents on school days.

Commissioner Osga indicates that he will go with the petition.

Chairman Rees asks if Monday through Friday from 8:00 to 4:00 would be the Motion?

Commissioner Osga confirms yes, that would be the motion.

Chairman Rees indicates so resident only from 8:00 a.m. to 4:00 p.m. from Monday through Friday would be the Motion. Is there is a second? Commissioner Chase seconds. Any discussion on John's Motion?

VOTE TAKEN

Commissioner Osga, yes – Commissioner Gillis, yes – Commissioner Jayaraman, yes – Commissioner Chase, yes – Commissioner Karrow, yes - Chairman Rees, yes.

Chairman Rees indicates that that Motion carries, as I mentioned, a non-binding recommendation. That will go to the Village Board but not sure if it will go by the next meeting.

Jack Bielak, Director of Public Works & Engineering, asks if they would like to discuss the data in terms of the 85% speed and crash history.

Chairman Rees indicates yes, let's talk about that briefly. One of things we did note at the last meeting was that we do have this Toolbox, Matrix and Point Scale which try to be guides for

what kind of traffic improvements we might make based on speed, crash history and volume. Also talks about Level 1 and Level 2 data regarding the summary pages that were collected.

Jack Bielak indicates that since our last meeting, we did buy a speed monitor that is not visible but tracks speed, number of cars, and provides data and charts for us which saves us Engineering Consultant fees around $5,000.00 per situation. Cover sheet has everything you are looking for when talking about the Matrix that Thomas Engineering put together.

Chairman Rees talks about the Scoring and Improvement Matrix which is in those materials and be aware of data that is available in making decisions. Thanks Jack, Bill, Matt and Village for obtaining the speed monitor which is helpful and for all the work that was done for this project.

Jack Bielak indicates they met with Dominican twice to discuss the parking issue. Dominican stated Village staff was welcome anytime to come take a look even though it is their property. The first Monday when school started, I received 3 phone calls from multiple residents concerned about traffic flow. There were freshman students that did not know where to go. This may be an opportunity for Dominican to reevaluate when their classes are scheduled.

Commissioner Osga indicates to Jack, that Mr. Anderson mentioned when going south on Park that there is no speed limit sign. Is this accurate?

Jack Bielak indicated that he is one of the residents that contacted him due to safety and parking concerns. I explained the process for new parking restrictions but I had Public Works put up two new 25 m.p.h. signs that day in each direction.

Commissioner Oga asks if we are done with the parking garage and if we are addressing Iowa and Monroe?

Chairman Rees answers no.

Jack Bielak indicates that he can do a quick overview of what was provided for Washington.

Chairman Rees indicates please do with respect to the installation of bollards which was due to speed reduction.

Jack Bielak talks about the Village Wide Traffic Study which showed that Washington had excessive speeding. Then we introduced the bollards. One of the reasons we asked Thomas Engineering to do the revaluation was to make sure it was identical. In the future, we will be using our own speed monitor. We wanted to make sure we had that feedback was included with our ITEP Grant Application which is due at the end of this month.

Chairman Rees indicates Thomas Engineering noted that bollards seem to be working they reiterated their recommendation to move forward with the other recommendations. Is this part of your grant?

Jack Bielak answered correct. As we go for the Grant, we are putting in what Thomas put in the Village Wide Traffic Study. Once we get into the Phases like Phase 1, there will be two public meetings so there will be significant resident and Village feedback.

Today, on Chicago, we added little reflective strips on the corners of the fences to hopefully reduce the amount of times they are hit.

Chairman Rees asks Jack to explain what the petition we received the other day was about.

Jack Bielak explains we received a petition from the lady that was here at the last meeting regarding the no turn into Franklin Avenue from North Avenue. It will be on the agenda for the next meeting. I would suggest using our new speed monitor to collect data for the next meeting.

Chairman Rees indicates to Jack the data collected for this would be handy and asks for a Motion to adjourn.

A motion was made and seconded to adjourn the meeting. All Commissioners voted in favor of the motion. Motion passed.

Respectfully Submitted:

_____
Jack Bielak, Director of Public Works
& Engineering

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

MEMORANDUM

DATE: November 20, 2024

TO: Traffic and Safety Commission

FROM: Jack Bielak, Director of Public Works & Engineering

SUBJECT: Install Stop Signs in the North and South Directions at the Intersection of Iowa Street and Monroe Avenue

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Issue: At the July 17, 2024 Traffic and Safety Meeting, the Commission discussed a request from Sean Herring of 915 Monroe Avenue to install stop signs in the North and South directions at the intersection of Iowa/Monroe. The Commission indicated they would like additional traffic data prior to discussing the merits of adding the stop sign. Staff gathered the additional traffic data and provided it to the Commission. This item was continued to the November meeting as the petitioner was not present.

Recommendation: Whether the Commission wishes to recommend modification to the signage at these intersections or not, a formal motion and vote will be needed for Village Board consideration.

Attachments:
A. Area Exhibit
B. Petition
C. Traffic Data
D. Accident Data
F. Traffic Calming Toolbox & Blank Scoring Sheet

Attachment A

Area Exhibit

GISConsortium | Iowa Street and Monroe Avenue

Legend

0 100 200 ft

Print Date: 9/13/2024

Notes

Disclaimer: The GIS Consortium and MGP Inc. are not liable for any use, misuse, modification or disclosure of any map provided under applicable law. This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently confirm for accuracy. The map does not constitute a regulatory determination and is not a base for engineering design. A Registered Land Surveyor should be consulted to determine precise location boundaries on the ground.

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

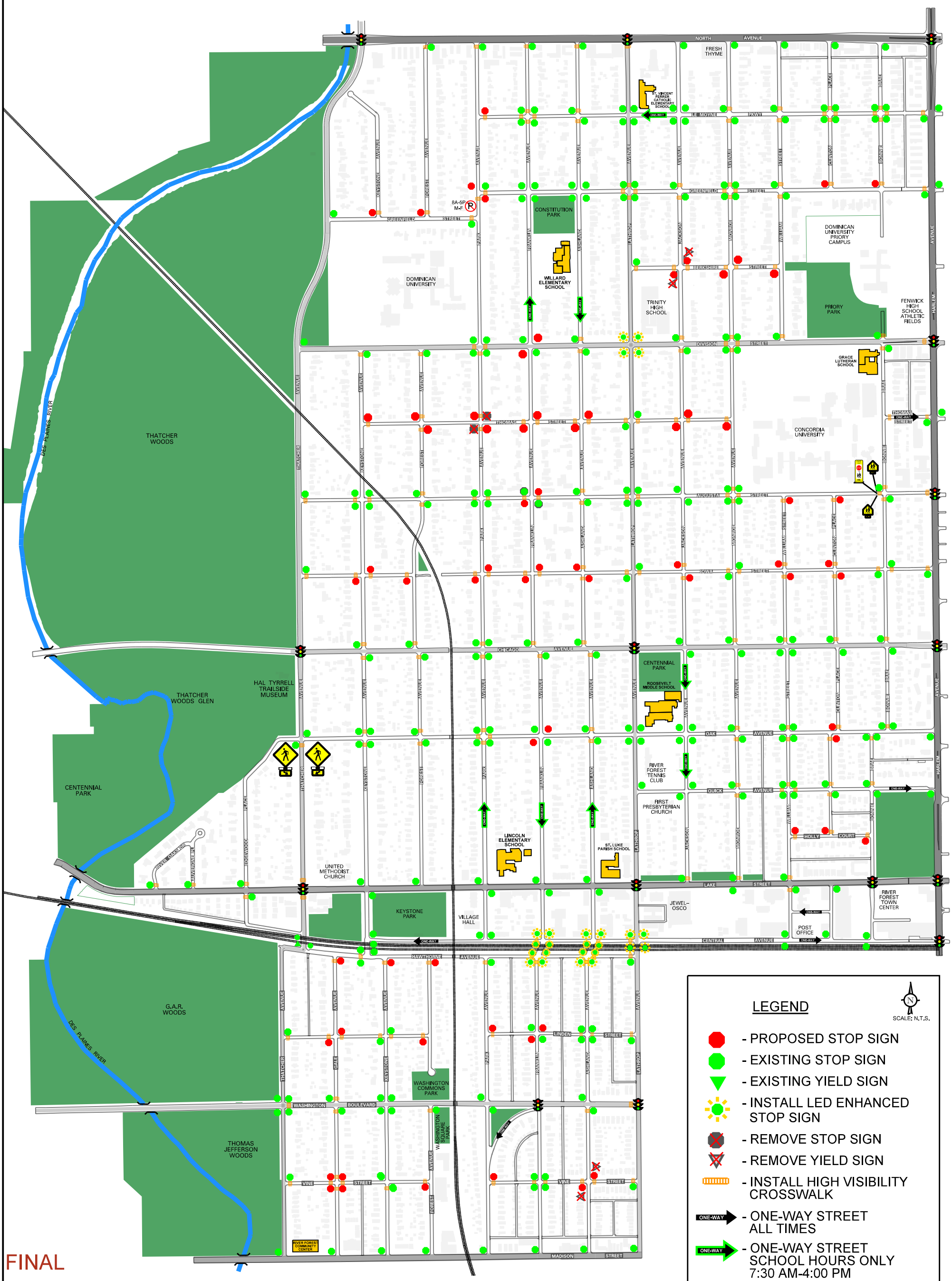
SCALE: N.T.S.

FINAL

INCORPORATED 1880 RIVER FOREST
Proud Heritage Bright Future

River Forest Public Schools

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



FINAL

River Forest Public Schools

RIVER FOREST SCHOOLS – RECOMMENDED STREET IMPROVEMENTS

Attachment B

Petition

From:	Sean and Kimberly Herring
To:	Bill Koclanis
Cc:	Sean and Kimberly Herring
Subject:	[External] Re: FW: Parking question
Date:	Tuesday, May 14, 2024 3:07:30 PM
Attachments:	image001.png Petition For Stop Sign at Monroe and Iowa North and South.pdf

Hi Bill,

As we discussed last week, on behalf of the residents living around Monroe and Iowa, I Sean Herring request that a stop sign be installed at Monroe and Iowa going north and south. I attach a petition in which 82% (37/45) of the residents in the area signed in favor of adding the stop sign. As you will see, in the attached petition, the following residents in the designated area signed and request a stop sign:

900 Monore

1. **915**
2. **919**
3. **923**
4. **927**
5. **931**
6. **935**
7. **937**
8. **943**
9. **947**
10. **946**
11. **902**
12. **906**
13. **914**

14. **922**

15. **938**

16. **942**

800 Monroe

1. **847**
2. **843**
3. **835**
4. **831**
5. **827**
6. **823**
7. **819**
8. **846**
9. **840**
10. **834**
11. **830**
12. **826**
13. **820**
14. **806**

Iowa

1. **7426**
2. **7422**
3. **7416 (no opinion)**

Williams/Iowa

1. **904**
2. **846**

Jackson/Iowa

1. **903**
2. **847**

The request is being made due to the high speeds and volume of traffic that flow north and south on Monroe. Monroe is the first street west of Harlem that motorists know goes straight thru from Lake Street to North Avenue, so there is a tremendous amount of daily traffic going north and south on Monroe and at high speeds. Indeed, the residents have seen a number of recorded accidents at this intersection, which can be found in River Forest's traffic accident reports. The residents make this request for the safety of the kids and elderly residents who live in the area, as well as the many residents who walk their pets.

I intend to attend tomorrow's traffic and safety commission meeting at 7:30 pm, so please add this to the agenda.

Thanks,

Sean C. Herring, Esq.

On Tue, May 7, 2024 at 8:41 AM Bill Koclanis <bkoclanis@vrf.us> wrote:

> The Village has a Traffic and Safety Commission to review stop sign concerns.
>
> I have attached a few documents for your review. The first is a quick summary of the steps to get an item on the agenda for the Traffic and Safety Commission. The other forms include a template petition form that can be used and some other detail regarding the overall process. Additional information regarding the Traffic and Safety Commission can be found on the Village website at www.vrf.us/traffic-safety.

At this point, what we would need from you to get moving is a “written request” (email is fine) of what you’re looking to change.

I know this is a lot of information to take in so take a look at everything and let us know if you have any questions.

Sincerely,

Bill Koclanis

Civil Engineering Technician

Village of River Forest

400 Park Avenue

River Forest, IL 60305

P 708-714-3550

bkoclanis@vrf.us

Traffic and Safety Commission Petition

Requested Action(s): The residents below request a Stop Sign on Monroe and Iowa, going North and South.

Name	Address	Date	Signature	Please Check One: Agree	Disagree	No Opinion	Unreachable
RUBEN LLANES	919 MONROE	5.7.24		✓			
Michele Joubert →	923 Monroe	5.7.24		✓			
Jolynn Kennedy	931 Monroe	5-7-24		✓			
MAUREEN GOLDMAN	937 MONROE	5-7-24		✓			
Matt Hennis	943 Monroe Ave	5/7/24		✓			
BOB KUNKE	947 MONROE AVE	5/7/24		✗			
Mary Duffy Pelzer	946 Monroe	5/7/24		✓			
H. Pelzer	946 MONROE	5/7/24		✓			
Belinda Jones	938 Monroe	5/7/24		✓			
Rita Patel	926 Monroe	5/7/24		✓			
Chas. Pietzsch	922 Monroe	5/7/24		✓			
Sheila Dietzen	922 Monroe	5/7/24		✓			
JOHN FOREHAND	914 MONROE	5/7/24		✓			
Heidi Hamernik	914 Monroe	5/7/24		✓			
GLENN BYNUM	902 MONROE	5/7/24					
NIKOLA RICHARDS	847 Monroe	5/7/24		✓			
SCOTT DELAND	7426 IOWA	5/7/24		✓			
Nina Macig	7422 Iowa	5/7/24		✓			
Bonnie Marsico	935 Monroe	5-9-24		✓			
Frank Marsico	935 Monroe	5-9-24		✓			
DAVID MURRAY	927 MONROE	5-12-24		✓			
Sean Herring	915 monroe	5-14-24		✓			

Traffic and Safety Commission Petition

Requested Action(s):

Name	Address	Date	Signature	Please Check One: Agree	Disagree	No Opinion	Unreachable
Erica Kelso	7416 Iowa St	5/11				X	
D. Simon Kinder	831 Monroe Ave	5/11		✓			
Carl Borrmann	827 Monroe Ave	5/11		✓			
Inga Reder	819 Monroe	5/11		✓			
Harold Hicks	840 Monroe	5/11		✓			
Jan Berger	835 Monroe Ave	5/11		✓			
Berenice Berger	835 Monroe Ave	5/11		✓			
Vadim Kravetz	834 Monroe	5/11					
Joseph Darcy	830 Monroe	5/11		✓			
Paul Dostergard	906 Monroe	5/11		✓			
Jean O'Brien	903 Jackson Ave	5/11		✓			
Gary Ferncoth	904 William	5/12		✓			
Steve Marseille	846 William	5/12		✓			
John Harrison	846 Monroe	5/12		✓			
Juliann Ney	847 Jackson	5/13		✓			
Frank Zarate	823 Monroe	5/13		✓			
Robert Sarns	826 Monroe	5/13		✓			
John Kilson	806 Monroe	5/13		✓			
Edel Gerard	843 Monroe	5/13		✓			
Terry Cullen	820 Monroe	5/14		✓			

Attachment C

Traffic Data

For Project:	Iowa Street and Monroe Avenue				
Project Notes:					
Location/Name:	Merged				
Report Generated:	9/4/2024	9:27:20 AM			
Speed Intervals	1 MPH				
Time Intervals	Instant				
Traffic Report From	8/15/2024	2:00:00 PM	through	8/29/2024	2:59:59 PM
85th Percentile Speed	30 MPH				
85th Percentile Vehicles	12481				
Max Speed	56 MPH	on	8/27/2024	3:12:28 PM	
Total Vehicles	14683				
AADT:	1045				

Volumes - weekly counts

	Time	5 Day	7 Day
Average Daily		1049	994
AM Peak	8:00 AM	97	79
PM Peak	3:00 PM	115	102

Speed

Speed Limit:	25		
85th Percentile Speed:	30		
50th Percentile Speed:	26		
10 MPH Pace Interval:	21.0 MPH	to	31.0 MPH
Average Speed:	25.78		

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Count over limit	1241	1139	1169	1145	1156	989	877
% over limit	57.2	52.7	47.8	50.2	52.6	53.5	55.7
Avg Speeder	29.4	29.2	29.0	29.2	29.3	29.3	29.3
Avg Speed	26.3	25.7	25.3	25.5	25.8	25.8	26.1

Class Counts

	Number	%
VEH_SM	38	0.3
VEH_MED	14309	97.5
VEH_LG	336	2.3

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

For Project:	Iowa Street and Monroe Avenue				
Project Notes:					
Location/Name:	Incoming				
Report Generated:	9/4/2024	9:22:28 AM			
Speed Intervals	1 MPH				
Time Intervals	Instant				
Traffic Report From	8/15/2024	2:00:00 PM	through	8/29/2024	2:59:59 PM
85th Percentile Speed	30 MPH				
85th Percentile Vehicles	5584				
Max Speed	51 MPH	on	8/22/2024	10:17:15 PM	
Total Vehicles	6569				
AADT:	467				

Volumes - weekly counts

	Time	5 Day	7 Day
Average Daily		464	445
AM Peak	8:00 AM	47	38
PM Peak	3:00 PM	52	46

Speed

Speed Limit:	25		
85th Percentile Speed:	30		
50th Percentile Speed:	25		
10 MPH Pace Interval:	20.0 MPH	to	30.0 MPH
Average Speed:	25.17		

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Count over limit	506	472	492	447	431	390	359
% over limit	52.9	48.3	42.7	44.6	48.2	45.8	48.8
Avg Speeder	29.1	29.0	28.6	29.0	29.1	29.1	29.2
Avg Speed	25.7	25.3	24.7	24.9	25.2	25.0	25.5

Class Counts

	Number	%
VEH_SM	5	0.1
VEH_MED	6403	97.5
VEH_LG	161	2.5

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

For Project:	Iowa Street and Monroe Avenue				
Project Notes:					
Location/Name:	Outgoing				
Report Generated:	9/4/2024	9:22:29 AM			
Speed Intervals	1 MPH				
Time Intervals	Instant				
Traffic Report From	8/15/2024	2:00:00 PM	through	8/29/2024	2:59:59 PM
85th Percentile Speed	31 MPH				
85th Percentile Vehicles	6897				
Max Speed	56 MPH	on	8/27/2024	3:12:28 PM	
Total Vehicles	8114				
AADT:	577				

Volumes - weekly counts

	Time	5 Day	7 Day
Average Daily		584	548
AM Peak	8:00 AM	50	41
PM Peak	3:00 PM	62	56

Speed

Speed Limit:	25						
85th Percentile Speed:	31						
50th Percentile Speed:	26						
10 MPH Pace Interval:	22.0 MPH	to	32.0 MPH				
Average Speed:	26.28						

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Count over limit	735	667	677	698	725	599	518
% over limit	60.5	56.3	52.3	54.6	55.6	60.1	61.7
Avg Speeder	29.6	29.3	29.3	29.3	29.4	29.5	29.4
Avg Speed	26.7	26.1	25.9	26.0	26.2	26.4	26.7

Class Counts

	Number	%
VEH_SM	33	0.4
VEH_MED	7906	97.4
VEH_LG	175	2.2

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

Attachment D

Accident Data

COMMUNICATIONS

Call Time	Event ID	Rpt #	Street	Nature	Addition
06/22/2024 08	2400048952		MONROE AVE/IOWA ST	ROAD RAGE	
06/17/2024 08	2400047424		IOWA ST/MONROE AVE	RECKLESS DRIVIN	
03/04/2024 16	2400018104		MONROE AVE/IOWA ST	TRAFFIC STOP	
11/04/2023 13	2300089051		MONROE AVE/IOWA ST	INTOX SUBJECT	NO CALL/
08/03/2023 10	2300061122		IOWA ST/MONROE AVE	TRAFFIC STOP	
10/27/2022 11	2200088018		MONROE AVE/IOWA ST	CHECK CONDITION	
09/30/2022 15	2200080316		MONROE AVE/IOWA ST	CHECK CONDITION	
07/11/2022 14	2200056523		MONROE AVE/IOWA ST	SUSPICIOUS AUTO	
12/11/2021 08	2100117976		IOWA ST/MONROE AVE	CHECK CONDITION	
11/06/2021 21	2100108099		IOWA ST/MONROE AVE	HIT AND RUN	
04/14/2021 04	2100041230		MONROE AVE/IOWA ST	FOUND PROPERTY	
04/10/2021 22	2100040171		IOWA ST/MONROE AVE	WELFARE CHECK	NO SEE
10/17/2020 23	2000132933		MONROE AVE/IOWA ST	LEAF FIRE	
07/23/2020 10	2000091883	2000677	IOWA ST/MONROE AVE	ACCIDENT PROPER	
02/29/2020 08	2000030581		MONROE AVE/IOWA ST	INFO FOR POLICE	
02/08/2020 21	2000019831		IOWA ST/MONROE AVE	SUSPICIOUS AUTO	
05/26/2019 20	1900076748	1900712	MONROE AVE/IOWA ST	INFO FOR POLICE	SEE MOM
12/24/2018 20	1800193451		IOWA ST/MONROE AVE	FIREWORKS	
07/02/2018 23	1800100169		MONROE AVE/IOWA ST	SUSPICIOUS PERS	
04/19/2018 14	1800058901		MONROE AVE/IOWA ST	PUBLIC INDECENC	

Attachment F

Traffic Calming Toolbox & Blank Scoring Sheet

TRAFFIC CALMING TOOLBOX

"The primary purpose of traffic calming is to support the livability and vitality of residential and commercial areas through improvements in non-motorist safety, mobility, and comfort. These objectives are typically achieved by reducing vehicle speeds or volumes on a single street or a street network. Traffic calming measures consist of horizontal, vertical, lane narrowing, roadside, and other features that use self-enforcing physical or psycho-perception means to produce desired effects."

- Federal Highway Administration definition of traffic calming

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The Scoring Matrix will be the first step after identifying a location for potential traffic calming. The location will be analyzed based on recent crash history, vehicle speed (using speed study), average daily traffic, and nearby pedestrian traffic generators (school, library, park, church, or public transit). Additional points will be awarded for locations identified as a bike route per the Village Bicycle Plan implemented in 2019 and/or if the interest in the location was created through a resident petition.

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In general, when considering a location for traffic calming improvements, even if there are enough points to justify a level 3 or 4 intervention, it is recommended that the Village adopt a conservative approach. Starting with a level 1 or 2 improvement is recommended to assess whether or not the existing issues are effectively resolved without significantly impacting drivers' road usage. However, if level 1 or 2 improvements are already in place, it may be appropriate to proceed with a level 3 or 4 intervention.

The Improvement Matrix includes a table which shows the primary issues addressed by each improvement. While all suggested improvements will help calm traffic on the road, each improvement type will primarily impact one to two aspects of road safety. For ease-of-use, the table lists whether the improvements primarily impact speed on the roadway, volume of vehicles, or pedestrian safety. Level 1 and 2 improvements primarily target speed and pedestrian safety. As the impact to the roadway increases

in level 3 and 4, the improvements make the roadway less appealing to travel on due to physical barriers or new traffic control. Slowing down the speed to navigate a corridor will reduce traffic coming from major routes but will also inconvenience residents.

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Survey Results

As part of the Village-Wide Traffic Study Survey, Village residents were asked about their preferences for traffic calming measures. This section is intended to provide insight into the current preferences of residents in order to be able to better anticipate potential responses to proposed traffic calming measures.

The following table shows the results of a survey question in which Village residents were asked to indicate which improvements they would like to see more of in the Village:

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None	9%
Other	27%

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As shown in Table 1, only 9% of respondents did not want to see any new traffic calming in the Village. The three most-supported improvement types were driver feedback speed signs (41%), mounted flashing beacons (39%), and speed humps (39%). Overall, there was generally an even distribution of support across all listed improvement types, with the exception of raised intersections. This, however, may be due to a lack of experience with raised intersections. Therefore, if the Village ever chooses to use this improvement type it may be helpful to provide an education campaign about the benefits and effectiveness of raised intersections.

A total of 27% (238) of respondents listed other forms of traffic calming they would like to see – many of these responses were reaffirming the boxes they checked or did not check in the first portion of the question. When looking into the open-ended responses further, the following trends were identified:

1. Many residents expressed dislike for speed humps due to potential damage to vehicle undercarriages
2. Residents expressed dislike of flashing beacons because the flashing lights could shine in windows of nearby homes

3. Bicyclists complained that curb extensions are dangerous because they force bicyclists into traffic lanes at intersections
4. Driver feedback signs are seen as ineffective
5. Raised intersections were mentioned in several responses as an improvement, but one that residents are uncertain as to how they would be used

The remaining 238 open-ended survey responses were reviewed and divided into six categories of improvement:

1. Additional stop signs (35 responses)
2. Roundabouts (13 responses)
3. Street closures (16 responses)
4. Crosswalk improvements (13 responses)
5. More police enforcement (58 responses)
6. Speed cameras (19 responses)

From these initial categories the categories were further divided into 'new traffic control' and 'more enforcement' groups. Within the 'new traffic control' group the categories of additional stop signs, roundabouts, and street closures were combined with 64 total respondents preferring new traffic control. New traffic control will not be suggested unless it is warranted by existing traffic conditions. Traffic control improvements are included within the traffic calming toolbox, but these are not to be used without proper justification which is why none were included within the survey. The 'more enforcement' group includes the categories of more police enforcement and speed cameras, which total 77 responses. More police enforcement or auto-ticketing speed cameras are at the discretion of the Village and beyond the scope of this study. The 13 people who suggested some form of crosswalk improvements focused mainly on roadway features to make crosswalks more visible and their suggestions were incorporated into the Traffic Control Toolbox.

Conclusion

Ultimately, many Village residents appear to be open to traffic calming improvements. There seems to be a preference for improvements that would have low driver impact and road treatments with which residents are already familiar. This would explain why speed humps were picked 13% more than raised intersections, even though they are similar treatment types. Only 9% of respondents indicated that they would not want to see any new traffic calming measures implemented. This suggests that there is a demand for well-planned traffic calming measures, even if there is indecision on which measures would be most effective. A Village led information campaign to inform residents of the potential advantages of each improvement type, as well as, outlining how the Village will handle the concerns residents have with things like the flashing beacons or speed humps (such as restricting locations where improvements can be implemented). As the Village's road system continues to evolve with increased traffic volumes and multi-modal transportation options, residents will likely adapt and realize the benefits of introducing a wide range of traffic calming methods.

Scoring Matrix

RIVER FOREST
Proud Heritage • Bright Future

Measure	Criteria for assigning a numerical score to traffic problems	Points
Crash History	1-3 crashes in a 5 year period = 5 points 4-10 crashes in a 5 year period = 10 points More than 10 crashes in a 5 year period = 15 points any crash involving a pedestrian/cyclist = +5 points	0-20 pts. **Score:**
Vehicle Speed	85th percentile speed is not over the speed limit = 0 points 85th percentile speed is 2 mph over the speed limit = 3 points 85th percentile speed is 4 mph over the speed limit = 6 points 85th percentile speed is 6 mph over the speed limit = 9 points 85th percentile speed is 8 mph over the speed limit = 12 points 85th percentile speed is 10 mph over the speed limit = 15 points Outlier Speed 20+ mph above posted speed limit = +5 points	0-20 pts. **Score:**
Vehicle Volume	ADT < 750 = 0 points ADT = 751 - 1,350 = 5 points ADT = 1,351 - 1,950 = 10 points ADT = 1,951 - 2,550 = 15 points ADT > 2,550 = 20 points	0-20 pts. **Score:**
Pedestrian Traffic Generators	Any school, park, library, church, CTA station more than 2 blocks (1,320 ft.) away = 0 points Any school, park, library, church, CTA station 1-2 blocks (1,320 ft.) away = 5 points Any school, park, library, church, CTA station 1 block (660 ft.) or less away = 10 points Three or more overlapping 1-block areas = +10 points Three or more overlapping 2-block areas = +5 points	0-20 pts. **Score:**
Bike Routes / Non-Bike Routes	Not identified as a proposed bike route = 0 points Identified as a Marked Shared Lane = 5 points Identified as a Dedicated Bike Lane = 10 points *Per Village Bicycle Plan published in 2019	0-10 pts. **Score:**
Community Interest*	No Petition = 0 points Local Petition (0-75% residents on block) = 5 points Local Petition (75%+ of residents on block) = 10 points Village Petition (0-10% of Village population) = 5 points Village Petition (10%+ of Village population) = 10 points	0-10 pts. **Score:**

Intersection 1: _____

Segment: _____

Intersection 2: _____

Total:

* Members of the Traffic & Safety Commission may assign community interest points as deemed applicable.

MEMORANDUM

DATE: November 20, 2024

TO: Traffic and Safety Commission

FROM: Jack Bielak, Director of Public Works & Engineering

SUBJECT: Eliminate Turning off North Avenue onto Franklin Avenue by placing bump outs on Franklin Avenue

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Issue: At the July 17, 2024 Traffic and Safety Meeting, the Commission received a request from Julie Sciaraffa of 1540 Franklin Avenue to install bump outs on Franklin Avenue to stop turning onto franklin avenue. The Commission expressed their experiences with this type of request and explained that the resident can gather petitions to make her neighbours aware of the request. Staff gathered the additional traffic data and provided it to the Commission. This item was received too late to be included on the agenda in September and is now being included for this agenda.

Recommendation: Whether the Commission wishes to recommend modification to the roadway at this intersection, a formal motion and vote will be needed for Village Board consideration.

Attachments:
A. Area Exhibit
B. Petition
C. Traffic Data
D. Accident Data
F. Traffic Calming Toolbox & Blank Scoring Sheet

Attachment A

Area Exhibit

GISConsortium | 1500 Block of Franklin Location Map

Legend

0 100 200 ft

Print Date: 11/5/2024

Notes

Disclaimer: The GIS Consortium and MGP Inc. are not liable for any use, misuse, modification or disclosure of any map provided under applicable law. This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently confirm for accuracy. The map does not constitute a regulatory determination and is not a base for engineering design. A Registered Land Surveyor should be consulted to determine precise location boundaries on the ground.

Existing Conditions

Eastbound North Avenue & Franklin Avenue

Existing Conditions

Westbound North Avenue & Franklin Avenue

Attachment B

Petition

September 14, 2024

Attention Traffic and Safety Commission Department

To Whom it May Concern:

I attended the previous July Traffic and Safety Commission meeting along with my sister who is also a homeowner on the block, and we addressed the traffic safety concerns on the 1500 block of Franklin Avenue. Traffic on North Avenue turns onto Franklin Avenue, not obeying the **No Left and No Right Turn** signs posted on that corner. Motorists continue to turn down the street at significantly high-speed causing dangerous conditions for all.

At the meeting we learned that a petition is needed to be signed by 75% of the 1500 Franklin Avenue residents in order for the village to begin their process in gathering data to hopefully resolve this above mentioned issue.

Attached you will find the signatures obtained by the concerned residents. Please review and let me know if anything further is needed. Also, we would appreciate an update once you receive this information to let us know what the next steps will be. I can be reached at 312-330-7356 or by email at: Itsjuls12@gmail.com.

On behalf of the 1500 Franklin Avenue residents, thank you for all you do for our community. We appreciate your attention to this matter.

Sincerely,

Julie Sciaraffa

Julie Sciaraffa

1540-A Franklin Avenue

Traffic and Safety Commission Petition

Requested Action(s): Eliminate turning off North Avenue on to Franklin Ave by placing a bump-out blocking traffic from entering on Franklin

Name	Address	Date	Signature	Please Check One: Agree	Disagree	No Opinion	Unreachable
Julie Sciaraffa	1540-A Franklin	8-5-24	Julie L. Sciaraffa	✓			
	1540-B Franklin						
Betty + Nick Theodoropoulos	1540-C Franklin	8-5-24		✓			
Joann Anagnost	1540-D Franklin	8-5-24		✓			
Mark + Carol Cozzi	1540-E Franklin	8-5-24		✓			
Gerlinde VanDriesen	1540-D Franklin	8-5-24	GerlindeVanDriesen	✓			
Anne Marie Sciaraffa	1544- Franklin	8-5-24	AnneMarie Sciaraffa	✓			
~~Estelita + Orlando Batanon~~	~~7753 North Ave~~						
[redacted]	N/A						
Molly Banuelos	1530 Franklin Ave	8-5-24	Molly Banuelos	✓			
Jaime Banuelos	1530 Franklin Ave	8-5-24		✓			
~~Betty Theodoropoulos~~	~~1540-C Franklin Ave~~	8.5.24		✓			
Carly Grant	1525 Franklin Ave	8/5/24		✓			
Romanch Misty	1515 Franklin Ave	8/5/24		✓			
Shuangi Misty	1515 Franklin Ave	8/5/24		✓			
Andrew Archer	1534 Franklin Ave	8/5/24		✓			
Amy Cadwallader	1534 Franklin Ave	5Aug2024		✓			
Patricia Kaufman	1525 Franklin Ave	8/5/2024		✓			

Traffic and Safety Commission Petition

Requested Action(s): Eliminate vehicles from North Avenue ~~eastbound~~ turning onto Franklin by placement of a bump-out so vehicles can't enter on Franklin (from North Ave).

Name	Address	Date	Signature	Please Check One: Agree	Disagree	No Opinion	Unreachable
PAUL KENT	1509 FRANKLIN AVE	8/7/24		✓			
Kim Kramer	1535 Franklin Ave.	8/8/24		✓			
Michael Walker	1535 Franklin	8/8/24		✓			
Justice Taylor	1520 Franklin Ave	8/8/24		✓			
Cardance Taylor	1520 Franklin Ave	8/8/24		✓			
JOE CORSER	1531 FRANKLIN AV	8/8/24		✓			
Aleta Corser	1531 Franklin Ave	8/08/2024		✓			
[illegible]	1500 Franklin Ave	8/9/24		-			
Carlotta L. Leuthen	1500 Franklin Ave.	8/9/24	Carlotta L. Leuthen	✓			
Caitlin Davy	1510 Franklin	8/9/24		✓			
NELLO DAVY	1510 FRANKLIN	8/9/24		✓			
Michelle Imhoff	1501 Franklin	8/9/24		✓			
GREG IMHOFF	1501 Franklin	8/9/24		✓			
[illegible]	1540 Franklin - B	8/13/24		✓			

Traffic and Safety Commission Petition

Requested Action(s): Eliminate traffic turning onto Franklin from North Ave. by placing a bump-out so vehicles can not enter onto Franklin.

Name	Address	Date	Signature	Please Check One: Agree	Disagree	No Opinion	Unreachable
Jeannette Hernandez	1539 Franklin Ave #2	9-3-24	Jeannette Hernandez	✓			
Jose Tauzon	1539 Franklin Ave #1	09/03/24		✓			
Jonathan Delgado Cruz	1539 Franklin Ave #6	9/12/24		✓			
Daniel Swearingen	1539 Franklin Ave #5	9-12-24		✓			

Attachment C

Traffic Data

For Project:	1500 Block of Franklin				
Project Notes:					
Location/Name:	Incoming				
Report Generated:	10/8/2024	12:26:11 PM			
Speed Intervals	1 MPH				
Time Intervals	Instant				
Traffic Report From	9/23/2024	2:00:00 PM	through	10/8/2024	11:59:59 AM
85th Percentile Speed	28 MPH				
85th Percentile Vehicles	619				
Max Speed	42 MPH	on	10/4/2024	4:26:45 PM	
Total Vehicles	728				
AADT:	48				

Volumes - weekly counts

	Time	5 Day	7 Day
Average Daily		50	46
AM Peak	7:00 AM	3	3
PM Peak	4:00 PM	6	5

Speed

Speed Limit:	25		
85th Percentile Speed:	28		
50th Percentile Speed:	21		
10 MPH Pace Interval:	15.0 MPH	to	25.0 MPH
Average Speed:	21.86		

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Count over limit	27	28	32	26	33	20	18
% over limit	22.5	26.9	28.1	21.8	26.6	24.7	27.3
Avg Speeder	28.9	29.5	29.4	29.3	29.9	28.6	29.6
Avg Speed	20.7	22.1	22.4	21.8	22.1	21.8	22.6

Class Counts

	Number	%
VEH_SM	12	1.6
VEH_MED	660	90.7
VEH_LG	56	7.7

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

Zoom help

Vehicle Counts vs. Time [1500 Block of Franklin: Incoming]

For Project:	1500 Block of Franklin				
Project Notes:					
Location/Name:	Outgoing				
Report Generated:	10/8/2024	12:26:11 PM			
Speed Intervals	1 MPH				
Time Intervals	Instant				
Traffic Report From	9/23/2024	2:00:00 PM	through	10/8/2024	11:59:59 AM
85th Percentile Speed	28 MPH				
85th Percentile Vehicles	1703				
Max Speed	42 MPH	on	10/5/2024	11:06:09 AM	
Total Vehicles	2004				
AADT:	134				

Volumes - weekly counts

	Time	5 Day	7 Day
Average Daily		132	127
AM Peak	8:00 AM	9	7
PM Peak	3:00 PM	12	10

Speed

Speed Limit:	25		
85th Percentile Speed:	28		
50th Percentile Speed:	22		
10 MPH Pace Interval:	17.0 MPH	to	27.0 MPH
Average Speed:	22.45		

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Count over limit	101	70	78	87	62	69	63
% over limit	26.7	24.9	25.6	32.2	20.1	27.0	30.7
Avg Speeder	29.0	29.0	29.1	29.1	28.3	29.0	29.3
Avg Speed	22.5	22.4	22.5	23.0	21.4	22.6	23.1

Class Counts

	Number	%
VEH_SM	11	0.5
VEH_MED	1923	96
VEH_LG	70	3.5

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

Zoom help

Vehicle Counts vs. Time [1500 Block of Franklin: Outgoing]

1500 Block of Franklin

Vehicle Volumes

Vehicle Counts vs. Time.\nTotal Vehicles Displayed=2004

Vehicle Counts (30 Minutes)

0
2
4
6
8
10
12
14
16

4:00 PM 5:00 AM 6:00 PM 7:00 AM 8:00 PM 9:00 AM 10:00 PM 12:00 PM 1:00 AM 2:00 PM 3:00 AM 4:00 PM 5:00 AM 6:00 PM 7:00 AM 8:00 PM 9:00 AM 10:00 PM 12:00 PM 1:00 AM 2:00 PM 3:00 AM 4:00 PM 5:00 AM 6:00 PM 7:00 AM 8:00 PM 9:00 AM

Tuesday 24 | Wednesday 25 | Thursday 26 | Friday 27 | Saturday 28 | Sunday 29 | Monday 30 | Tuesday 1 | Wednesday 2 | Thursday 3 | Friday 4 | Saturday 5 | Sunday 6 | Monday 7

September 22 | September 29 | October 6

Attachment D

Accident Data

Accident History (Past 5 Years)

Acci Id	Numunits	Ta Date	Ta Time	Ta Dow	Onhway	Fromhway	Streetnbr	Street
1900642	2	5/14/2019 12:42	1242	TUE	FRANKLIN AVE		1540	FRANKLIN AVE
1900913	2	6/28/2019 18:24	1824	FRI	FRANKLIN AVE	NORTH AV	1545	FRANKLIN AVE
2000145	2	2/5/2020 19:20	1920	WED	FRANKLIN AVE	NORTH AVE	1540	FRANKLIN AVE
2200997	3	9/7/2022 15:13	1513	WED	NORTH AVE			NORTH AVE/FRANKLIN AVE
2300560	2	5/8/2023 13:00	1300	MON	NORTH AVE	FRANKLIN AVE		NORTH AVE/FRANKLIN AVE
2301560	2	12/13/2023 7:28	0728	WED	NORTH AVE	FRANKLIN AVE		NORTH AVE/FRANKLIN AVE
2301573	3	12/14/2023 15:22	1522	THU	NORTH AVE	FRANKLIN AVE		NORTH AVE/FRANKLIN AVE

A total of seven (7) accidents in the five (5) year period. None of the accidents involved right turn onto Franklin from North Avenue. Four (4) occurred on North Avenue as rear end accidents or sideswipes. The other three (3) were private property with one being a roll out of the driveway to a parked car due to bad manual transmission.

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Traffic Calming Toolbox & Blank Scoring Sheet

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Table 1

As shown in Table 1, only 9% of respondents did not want to see any new traffic calming in the Village. The three most-supported improvement types were driver feedback speed signs (41%), mounted flashing beacons (39%), and speed humps (39%). Overall, there was generally an even distribution of support across all listed improvement types, with the exception of raised intersections. This, however, may be due to a lack of experience with raised intersections. Therefore, if the Village ever chooses to use this improvement type it may be helpful to provide an education campaign about the benefits and effectiveness of raised intersections.

A total of 27% (238) of respondents listed other forms of traffic calming they would like to see – many of these responses were reaffirming the boxes they checked or did not check in the first portion of the question. When looking into the open-ended responses further, the following trends were identified:

1. Many residents expressed dislike for speed humps due to potential damage to vehicle undercarriages
2. Residents expressed dislike of flashing beacons because the flashing lights could shine in windows of nearby homes

3. Bicyclists complained that curb extensions are dangerous because they force bicyclists into traffic lanes at intersections
4. Driver feedback signs are seen as ineffective
5. Raised intersections were mentioned in several responses as an improvement, but one that residents are uncertain as to how they would be used

The remaining 238 open-ended survey responses were reviewed and divided into six categories of improvement:

1. Additional stop signs (35 responses)
2. Roundabouts (13 responses)
3. Street closures (16 responses)
4. Crosswalk improvements (13 responses)
5. More police enforcement (58 responses)
6. Speed cameras (19 responses)

From these initial categories the categories were further divided into 'new traffic control' and 'more enforcement' groups. Within the 'new traffic control' group the categories of additional stop signs, roundabouts, and street closures were combined with 64 total respondents preferring new traffic control. New traffic control will not be suggested unless it is warranted by existing traffic conditions. Traffic control improvements are included within the traffic calming toolbox, but these are not to be used without proper justification which is why none were included within the survey. The 'more enforcement' group includes the categories of more police enforcement and speed cameras, which total 77 responses. More police enforcement or auto-ticketing speed cameras are at the discretion of the Village and beyond the scope of this study. The 13 people who suggested some form of crosswalk improvements focused mainly on roadway features to make crosswalks more visible and their suggestions were incorporated into the Traffic Control Toolbox.

Conclusion

Ultimately, many Village residents appear to be open to traffic calming improvements. There seems to be a preference for improvements that would have low driver impact and road treatments with which residents are already familiar. This would explain why speed humps were picked 13% more than raised intersections, even though they are similar treatment types. Only 9% of respondents indicated that they would not want to see any new traffic calming measures implemented. This suggests that there is a demand for well-planned traffic calming measures, even if there is indecision on which measures would be most effective. A Village led information campaign to inform residents of the potential advantages of each improvement type, as well as, outlining how the Village will handle the concerns residents have with things like the flashing beacons or speed humps (such as restricting locations where improvements can be implemented). As the Village's road system continues to evolve with increased traffic volumes and multi-modal transportation options, residents will likely adapt and realize the benefits of introducing a wide range of traffic calming methods.

Scoring Matrix

RIVER FOREST
Proud Heritage • Bright Future

Measure	Criteria for assigning a numerical score to traffic problems	Points
Crash History	1-3 crashes in a 5 year period = 5 points 4-10 crashes in a 5 year period = 10 points More than 10 crashes in a 5 year period = 15 points any crash involving a pedestrian/cyclist = +5 points	0-20 pts. **Score:**
Vehicle Speed	85th percentile speed is not over the speed limit = 0 points 85th percentile speed is 2 mph over the speed limit = 3 points 85th percentile speed is 4 mph over the speed limit = 6 points 85th percentile speed is 6 mph over the speed limit = 9 points 85th percentile speed is 8 mph over the speed limit = 12 points 85th percentile speed is 10 mph over the speed limit = 15 points Outlier Speed 20+ mph above posted speed limit = +5 points	0-20 pts. **Score:**
Vehicle Volume	ADT < 750 = 0 points ADT = 751 - 1,350 = 5 points ADT = 1,351 - 1,950 = 10 points ADT = 1,951 - 2,550 = 15 points ADT > 2,550 = 20 points	0-20 pts. **Score:**
Pedestrian Traffic Generators	Any school, park, library, church, CTA station more than 2 blocks (1,320 ft.) away = 0 points Any school, park, library, church, CTA station 1-2 blocks (1,320 ft.) away = 5 points Any school, park, library, church, CTA station 1 block (660 ft.) or less away = 10 points Three or more overlapping 1-block areas = +10 points Three or more overlapping 2-block areas = +5 points	0-20 pts. **Score:**
Bike Routes / Non-Bike Routes	Not identified as a proposed bike route = 0 points Identified as a Marked Shared Lane = 5 points Identified as a Dedicated Bike Lane = 10 points *Per Village Bicycle Plan published in 2019	0-10 pts. **Score:**
Community Interest*	No Petition = 0 points Local Petition (0-75% residents on block) = 5 points Local Petition (75%+ of residents on block) = 10 points Village Petition (0-10% of Village population) = 5 points Village Petition (10%+ of Village population) = 10 points	0-10 pts. **Score:**

Intersection 1: _____

Segment: _____

Intersection 2: _____

Total:

* Members of the Traffic & Safety Commission may assign community interest points as deemed applicable.