



VILLAGE OF RIVER FOREST TRAFFIC AND SAFETY COMMISSION MEETING

Wednesday, May 21, 2025 – 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: 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=dklvanBtZHluWitRdzBjNnl5cHYzZz09> 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, May 14, 2025.

1. Call to Order/Roll Call
2. Adoption of minutes from the Traffic and Safety Commission meeting held on November 20, 2024
3. Public Comment
4. Discussion of updated traffic Data for the intersection of Iowa Street and Monroe Avenue for the request by Sean Herring of 915 Monroe Avenue to install stop signs in the north and south directions.
5. Discussion of Four-Way Stop Sign at Greenfield and Jackson.
6. Discussion/Review of Professional Engineering Services for Lake Street Intersection Improvements
7. Adjournment



VILLAGE OF RIVER FOREST TRAFFIC AND SAFETY COMMISSION MEETING MINUTES

Wednesday, November 20, 2024

A regular meeting of the River Forest Traffic and Safety Commission was held on Wednesday, November 20, 2024.

ROLL CALL AND CALL TO ORDER

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

Chairman Rees asks if there are any comments on the minutes from September 18th, 2024? Commissioner Gillis pointed to one minor change to the minutes. No other comments were received.

Chairman Rees requests a **MOTION to approve the Minutes. Minutes were approved and all were in favor.**

PUBLIC COMMENT

Jason Eppink resides in Oak Park. Indicates when regularly traveling by bicycle on Franklin Avenue and encountering a traffic signal on Washington Boulevard he waits a long time for the light to turn green. Suggests recommendations increased signage and for placement of sensors/induction loop.

COMMISSION COMMENTS

Commissioner Gillis indicates that he is a scooter driver and after 2 minutes a motorcycle or bicycle can go through a red light legally. The Secretary of State is a great resource for this information.

Chairman Rees asks Jason if the signage is more friendly to pedestrians and harder for cyclist to see the signage and use it. Is that part of the problem?

Jason indicates that it is two-fold. The signage is far away and not turned towards the road. Does not address cyclists at all.

Chairman Rees asks if Director Bielak mentioned that we are looking at the whole Washington Corridor which you mentioned in your remarks. When that light changes it is short, which doesn't give kids time to cross that intersection. We should consider these issues as part of the Washington Corridor.

Chairman Rees directs conversation to Sean Herring as he presented a request for a stop sign at Iowa and Monroe stopping north/south traffic. I believe we requested you to get a petition.

Sean Herring (via ZOOM), resident, inquiries about traffic and safety devices. He did receive an email that there was a Traffic Speed/ Volume Study performed at that intersection and that accident data was reviewed. To date, has not seen any traffic safety devices. I would like to review reports.

Chairman Rees indicates that Director Bielak can give you the summary of the data which is in the agenda and available on the Village website.

Director Bielak talks about the methodology for the collection of data. Staff uses a small device that drivers do not see so we can observe conditions as they are without drawing attention to collect real data. Director Bielak discusses the results of the data.

Chairman Rees indicates to Sean that the Village commissioned a Village Wide Study by Thomas Engineering. Over the years, we try to use various traffic standards to review whether stop signs or other calming devices are justified. As a result, we came up with a Scoring Matrix where you assign objective points to certain criteria. This report also provides an Improvement Matrix and different Levels.

Commissioner Hoyt indicates that the data was taken from mid to end of August when school was not in session. With school in session, it would create more traffic. Concerned if this would change traffic data slightly.

Director Bielak suggests we could collect more data. The accident history wouldn't change as I'm not aware of any accidents that happened there. There may be slight adjustments in other places which would get us to Level 2 but would not justify the stop sign which is what the request was in this situation.

Chairman Rees directs a comment to Director Bielak indicating that the packet included current maps with current stop signs. We try to space out the stop signs at every other block. For us to make an exception, we require a strong reason in my view. Maybe Sean, we can act on this tonight or table it to give you a chance to review the data and discuss it in a future meeting. Does anybody else on the commission have questions or comments?

Commissioner Karrow comments about the scoring system. For something like a stop sign, I'm strongly inclined to let the petition of the neighbors carry the day.

Commissioner Hoyt asks if we want to discuss any other measures or are we only discussing stop sign verses no stop sign?

Sean Herring agrees with Commissioner Karrow and with Commissioner Hoyt. Obtaining more data is a great point. I would like to know alternative measures short of the stop sign that can help as this warrants a closer look.

Director Bielak indicates that when you are looking at the traffic, engineering and planning of traffic flow through an entire Village when it comes to development or subdivisions, Thomas Engineering came up with criteria regarding warrants for a stop sign. These come from the Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD) which are federally accepted laws/practices provided to the State, County and local agencies on how to guide the flow of traffic. If we put up stop signs where requested without regard for warrants we can end up in a situation where we have stop signs on every corner, and have situations where they are less likely to be followed because they aren't warranted for traffic. Reputable studies have shown that people tend to speed up between stop signs to make up time.

Chairman Rees directs a comment to Sean that when looking at the petition, what is it that you and your neighbors are trying to address? Is it controlling volume/speed clarifying right-of-way or signage? My suggestion is that we should take a vote at the Commission level for the request for a stop sign or decision to table it for a future meeting. If your request fails for the stop sign with this Commission, would there be other measures you would like to pursue based on a Level 1/Level 2 category?

Commissioner Gillis indicates that we worked very hard on the Safe Routes to School that reviewed the locations of current four-way stop signs. I don't think adding a stop sign is necessary, based on the current data as there would be too many that we would add throughout the town. We are not seeing a lot of speeding going on. On Augusta there is a four-way stop, and Chicago has a stop. I would be inclined to not putting in a stop sign.

Commissioner Osga agrees with what everybody said. Doesn't feel inclined to overrule the study that we worked so hard on regarding the Safe Routes to School to add another stop sign. I do agree with Director Bielak that people speed up between stop signs and barely stop at all. Maybe we can come with a recommendation for a Calming Measure with the use of a yellow pedestrian or children crossing sign. I may be inclined to vote for that.

Commissioner Gillis looked at Google Maps and there does not appear to be a speed limit sign either direction on that two-block stretch. May be that is something we consider putting in.

Commissioner Osga indicated he would consider a speed limit sign or pedestrian crossing sign or another traffic calming measure.

Chairman Rees asks if there any other comments? I propose we take a vote on the request for a stop sign. My Motion would be to deny the request for a stop sign but to add speed limit signs both north and southbound to alert people to the speed. At least do that as an initial action and then Sean if you and your neighbors want us to collect more data, we can do that. If you think that a speed limit sign is an inadequate first step, the challenge is knowing what problem we are trying to solve.

Sean Herring indicates that the challenge we are trying to solve is speed. I respect everything that goes into this. After being here for four years, there is a problem. If there are alternatives to a stop sign that can help with the speed which is the issue. It would be worth obtaining more data to determine if we are going to get to another Level.

Chairman Rees asks Director Bielak if we should collect more data while school is in session?

Commissioner Karrow indicated that we are using our own tools, so we don't have to pay for this.

Chairman Rees mentions that the Village did invest in equipment that we are talking about so we can collect data easier. As part of our recommendation, we still do need to take a vote, deny the stop signs for now and revisit another day if the data changes.

I feel we should have a reason to depart from the standards and recommended warrants. If we deny the stop sign tonight, we can at least propose installation of a speed limit sign and based on collecting additional data, we can consider what additional measures we can take at a future meeting.

Sean Herring indicated that he would be in favor of that.

Chairman Rees makes a Motion to deny the request for the stop sign on Iowa and Monroe and Public Works to install speed limit signs on both northbound and southbound on appropriate locations on that two-block area. We also collect additional speed and volume data and update the crash data to see if this changes anything. Make sure we collect the data in a two-week period when school is in session. That is my Motion.

Commissioner Karrow asks if we can split that into two Motions so I can vote for the stop sign and vote for everything else.

Chairman Rees indicates that is a good idea.

Commissioner Osga would like to add something as well. When looking at this map here, I've been a huge fan of these brightly painted crosswalks. When looking at the Safe Walk to School page, we have a crosswalk at Jackson going east/west. I am wondering at Iowa and Monroe, since the arrows for the crosswalks are going east/west and we are talking about north/south stop signs if we can add that to the list for our painters in the spring.

Commissioner Hoyt asks if you can tell in Google maps if there are clear crosswalks?

Commissioner Osga indicates that there are standard crosswalks and high-visibility crosswalks. There is a standard crosswalk on Jackson, and I don't know if there is any on Iowa and Monroe. With the addition to speed limit signs, we are going to talk about, I would also suggest that we do a standard or high-visibility crosswalk going east/west on Iowa as cars see that as well as the lighted crosswalk. These are the two things we can do soon to elevate some speeding down Monroe.

Director Bielak talks about the striping; I agree that the Safe Routes to School has Iowa identified north/south in either direction along the stop. Based on Google Street view, it does not show them striped. I will check to make sure if they are or not. If not, I agree that it has been identified in our Safe Routes to School so we can look at this during our thermoplastic program for next year as to striping it.

Commissioner Osga indicates that we will be implementing crosswalks, recommending implementing speed limit signs and more data.

Chairman Rees suggests doing two motions. I will move to deny the request for a stop sign on Iowa and Monroe and to convert that into a four-way.

Commissioner Hoyt seconds the Motion.

Chairman Rees indicates to take a vote on the Motion for the stop sign.

VOTE TAKEN

Chairman Rees – Yes. Commissioner Gillis – Yes. Commissioner Hoyt – Yes. Commissioner Karrow – No to the Motion. Commissioner Osga – Yes.

Director Bielak indicates Motion passes to deny.

Chairman Rees asks if anyone else would like to make a Motion with respect to the other interim steps that we would like to purpose tonight with respect to that area?

Commissioner Osga would like to propose a Motion to make sure to implement the suggested crosswalks at Iowa and Monroe as well as to install speed limit signs north and southbound on Monroe between Augusta and Chicago Avenue. Also, to collect more data during a two-week period when school is in session.

Director Bielak indicates that the traffic counter is out right now as I did receive a different inquiry. I do have it working. December is coming around with people out of school and Christmas break, I'm thinking this won't happen until January.

Chairman Rees indicates he agrees it is better and Sean if you do agree, it is better to collect the data when we have the most traffic.

Sean Herring agrees.

Commissioner Hoyt seconds the group Motion.

VOTE TAKEN

Chairman Rees – Yes. Commissioner Gillis – Yes. Commissioner Hoyt – Yes. Commissioner Karrow – Yes. Commissioner Osga – Yes.

Chairman Rees asks if any of this action required by the Village Board? None of this requires action by the Village Board Sean. You should at least be seeing the speed limit sign. The striping for the crosswalk probably won't happen until spring as that is when they do the next round of striping. When we collect the data in January Sean, we will let you know. We will leave it to you Sean if you and your neighbors want to put it back on the next agenda. Let Director Bielak know.

Sean Herring indicates that it sounds good and thanks everyone for their time and commitment.

Chairman Rees indicates to Julie Sciaraffa we have your request and let us know what you are looking for.

Julie Sciaraffa (via ZOOM) indicates I had the same questions that Sean had. Our concern is the traffic that comes off North Avenue heading south onto Franklin. From North Avenue, traffic is going east or west and there is no turn allowed left or right onto our street, which motorists often ignore. I would like a solution. Maybe add a bump out.

Chairman Rees indicates Director Bielak collected data. You can see this on the Village website.

Director Bielak provides a summary regarding the data that was collected with the traffic monitor regarding the average daily traffic. For the two weeks there were 728 cars in total that went southbound and a ADT of 48. In terms of the 85th-percentile speed, 28 m.p.h., the traffic report from September 23rd through October 8th is for a two-week period. This was for the incoming traffic coming from the North Avenue side. The outgoing traffic, which is towards North Avenue, you have an ADT of 134. The total number of cars was close to 2000 over that same time period and the 85th-percentile speed was 28 m.p.h. The speed limit there is 25 m.p.h. so 3 m.p.h. over what the speed limit is.

Commissioner Karrow asks about the graphs.

Director Bielak explains that he added the graphs as it would be a good point to show you what time periods of the day it is for.

Commissioner Karrow asks why is the base line two vehicles?

Director Bielak replies that this is just how the system reported it. I do not have control on manipulating the data.

Julie Sciaraffa asks to explain in simpler terms so she can convey this back. Is there any decision to move forward to the next step?

Director Bielak explains the traffic data. In terms of accidents, I did reach out to the police department to gather that information. A total of 7 accidents occurred over a 5-year period. None of the accidents involved a right turn onto Franklin from North Avenue. Four occurred directly on North Avenue as a rear end or side swipe. The other three were private property with one being a roll out of the driveway due to car having a bad transmission. None of the crashes were due to traffic incidents. The scoring matrix is 19.5.

Chairman Rees indicates to Julie, in simple terms, based on the data, this area receives a low score. Based on the matrix, it would not justify any calming measures or anything blocking traffic.

Commissioner Osga asks if looking at the data, over a two- week period, 728 total vehicles went south on Franklin?

Director Bielak answered correct.

Commissioner Osga indicated that it is clearly marked, no turn.

Commissioner Karrow indicated that some of those vehicles could be people pulling out of driveways onto Franklin.

Commissioner Osga indicates that we don't know of 728 cars turned illegally south on Franklin?

Director Bielak replies correct. Where we put the traffic monitors, we try to find an area that is safer from North Avenue but also making sure we capture clear data.

Commissioner Osga indicated he just wanted to clarify that.

Julie Sciaraffa indicates that if she sits outside on a summer day, she can count at least 15 cars turning on a low day.

Commissioner Osga indicates to Ms. Sciaraffa that he tends to agree with her.

Commissioner Karrow asks if we thought of installing any temporary or can we use bollards? On Washington we installed temporary bollards and I'm wondering if this might work. Even if you have half of the 748 people that were illegal right turns off North, I feel it warrants signage or something.

Director Bielak indicates if the 700 were 100% all not legal turns off North Avenue, I would somewhat agree. The other caution in terms of what is happening is speeding and other types of situations. It very clearly signed. What we would be talking about is adding another traffic calming measure. Putting up a physical barrier would not stop residents going around it.

Commissioner Osga indicates I am more inclined to go with the data.

Commissioner Gillis indicates to the point about the traffic, I think your experience is down by Harlem that they are close enough to the Lathrop light heading east. When they see that turn yellow, they turn right. A lot of that traffic is cut through. It would be interesting to see the counts if we did put up the bollards for a period.

Commissioner Karrow indicates that one of the comments that a resident made that was emailed around indicated that the bus top sign on North Avenue heading east hinders vehicles from seeing the no right turn sign. Is there anything we can do for visibility for that sign?

Commissioner Hoyt asks how signatures as a percentage are on the petition?

Director Bielak indicates that my understanding is that 75% was met when I spoke to Bill Koclanis, Civil Engineering Technician.

Commissioner Hoyt asks if it includes the whole block or what is it when calculating the percentage?

Director Bielak indicates that you have a lot of them at the apartment buildings at the top, but it goes throughout the block.

Julie Sciaraffa talks about the homes on the block and the accuracy.

Commissioner Hoyt asks if the denominator is in the calculation for everyone that lives on the 1500 block of Franklin?

Director Bielak indicates yes, and it did take into account the whole block of Franklin and not just the buildings up top.

Commissioner Hoyt indicates the 75% includes for any owner or resident from the 1500 block and they did hit 75%?

Director Bielak indicates yes, they did hit 75%.

Commissioner Hoyt asks if the petition was for the bump out?

Director Bielak indicates eliminating turning off North Avenue by placing bump out, yes.

Commissioner Osga indicates that one more thing about the pictures. When you look across the street and at Elmwood Park, they have a sign that indicates Do Not Enter. Do we have a sign here?

Commissioner Hoyt indicates that the Do Not Enter signs are one-way streets.

Commissioner Gillis asks if you can put Do Not Enter there and can you put the words no right turn? I think we had that on some of our other signs.

Commissioner Karrow asks if we could make this street one way heading north, from right north of that driveway? It would make it visually apparent that you couldn't turn on to it as you would be going the wrong way on a one-way street.

Chairman Rees indicates that you would be violating Commissioner Osga's prediction that suddenly, we would get neighbors that would flout the rule thinking they are allowed to turn down the street.

Commissioner Karrow indicates that to be fair, I feel that when the neighbors showed up when we put the barricades on Bonnie Brae it was that they were legally able to do something and then no longer legally able to do it.

Chairman Rees indicates that his reaction is there may be some interim things like Do Not Enter or some signage improvements that we can make at least as an initial step to see if any that helps.

Commissioner Osga agrees with that. I would think that most of the people that turn south on to Franklin reside in those apartment buildings as it is easy to get to your unit instead of going around the block than come all the way back to North Avenue to park behind the building.

Julie Sciaraffa strongly disagrees. They park in the lot behind those buildings. I can count three neighbors that disobey it regularly.

Chairman Rees asks if there is interest by the Commission to propose some signage?

Commissioner Hoyt asks Director Bielak if we can put a Do Not Enter sign up when it is not a one-way street?

Director Bielak indicates that due to the way the signage is, it can be a Do Not Enter as it already indicates no turning onto the street, so you are not to enter there.

Commissioner Hoyt indicates that the volumes are very low. 48 daily is not a big number. I do not want to do a lot but a Do Not Enter sign is a simple solution if it is allowed.

Director Bielak will double check to see what can be done, but given by law that is already there, which is no turning onto the street, I think additional signage can be done without changing rules or Ordinances.

Commissioner Osga indicates to Director Bielak that when driving east on North Avenue, you see the bus sign and the no right turn sign is not really a warning but a surprise as it is literally on the corner. If a bus is parked there picking up passengers, you may not see it. Is there another idea you can come up with like putting up a no right turn sign further west of the immediate corner so people see it?

Director Bielak indicates that he would like to verify this to see if it makes sense. To your point if it is two-sided, then it is impacting that one. I would like to see if I can move that one closer so you can see it sooner.

Commissioner Osga indicates that it is two-sided.

Chairman Rees asks if you can piggyback up the Pace sign and add one below that?

Commissioner Hoyt asks if you can add the words no right turn below so you can see more clearly?

Chairman Rees asks or if you can use the Pace pole and add something below Pace that reads no right turn?

Director Bielak indicates that he has never seen that as Pace is the one that typically installs those signs.

Chairman Rees indicates to Director Bielak if you think that keeping that sign – the request is if you can beef up the signage as you are east bound on North Avenue, so you are not surprised by the no right turn onto Franklin. Maybe add Do Not Enter like Elmwood Park has.

Director Bielak indicates he will check MUTCD to make sure we are using it properly. In terms of the no turn right sign, see if we can do another one under the current sign.

Chairman Rees indicates Julie Sciaraffa that the data collected does not support placing a barrier there but maybe adding additional signage to discourage people from turning down Franklin. If you see a continued problem, you can ask to have this put back on the agenda so we can talk about this again.

Julie Sciaraffa indicates that when talking about the Do Not Enter, that sounds like a happy medium for now but how about the traffic going west on North Avenue and turning left?

Chairman Rees indicates that there is signage there, but I do not know what more we can do from people not to turn left from North Avenue.

Julie Sciaraffa indicates that is where an accident will happen.

Chairman Rees indicates to be clear on this Do Not Enter, Director Bielak will check to see if we can do that as of right now, you can't turn left and can't turn right as it should be consistent. The questions are if we can do that when it's not a one-way street. That kind of signage might keep people from turning left.

Julie Sciaraffa indicates that this may help.

Chairman Rees indicates that the recommendation is that we start with the signage. You can have your colleagues look at the data that Director Bielak collected. We can put this back on the agenda if you would like to revisit this.

Julie Sciaraffa thanks everyone and asks if there will be a way she knows if it will be done.

Director Bielak indicates that I will let you know after doing the research if it could be done. If you see a sign go up before our next Traffic & Safety Commission meeting in January, then you will know that we can.

Chairman Rees asks Director Bielak to talk about some ideas that staff can help when these issues come in so you can communicate to the people regarding the matrix and data so they can consider if this is worth their while.

Director Bielak asks if you would like to take a vote on declining the request for the bump out?

Chairman Rees indicates if you would like so this would be consistent. Let's make two motions. One Motion to decline the petition for the bump out.

Commissioner Gillis makes a motion to decline the bump out at Franklin near North Avenue.

Commissioner Hoyt seconds the motion.

VOTE TAKEN

Chairman Rees – Yes. Commissioner Gillis – Yes. Commissioner Hoyt – Yes to decline.
Commissioner Karrow – Yes. Commissioner Osga – Yes.

Chairman Rees asks Commissioner Hoyt if she would like to make motion to consider adding a do not enter sign and better signage for the no right-hand turn sign on the southwest corner of the intersection before the Pace bus sign.

Director Bielak asks if there is a second?

Commissioner Osga seconds the motion.

VOTE TAKEN

Chairman Rees – Yes. Commissioner Gillis – Yes. Commissioner Hoyt – Yes. Commissioner Karrow - Yes. Commissioner Osga – Yes.

Director Bielak indicates as Chairman Rees mentioned, the final item is the discussion of procedure for staff fielding traffic requests and explains the procedure.

Chairman Rees indicates that we should have this matrix, at least the basic tool, up on the website under the Traffic & Safety Tab so people can see how we apply these levels and the scoring matrix to show how we collect points.

Commissioner Hoyt indicates this would be helpful.

Director Bielek talks about another traffic request that was received and offered to put up the traffic device before we go through further steps.

Chairman Rees indicates that is helpful and being on the website would be beneficial.

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

Doug Rees, Chairman
Traffic & Safety Commission

Date: _____

For Project:	Iowa & Monroe -2				
Project Notes:					
Location/Name:	Merged				
Report Generated:	2/10/2025	10:45:31 AM			
Speed Intervals	1 MPH				
Time Intervals	Instant				
Traffic Report From	1/27/2025	9:00:00 AM	through	2/10/2025	8:59:59 AM
85th Percentile Speed	31 MPH				
85th Percentile Vehicles	10718				
Max Speed	56 MPH	on	1/29/2025	9:09:43 PM	
Total Vehicles	12610				
AADT:	900				

Volumes - weekly counts

Time	5 Day	7 Day
Average Daily	907	855
AM Peak	8:00 AM 121	96
PM Peak	3:00 PM 127	110

Speed

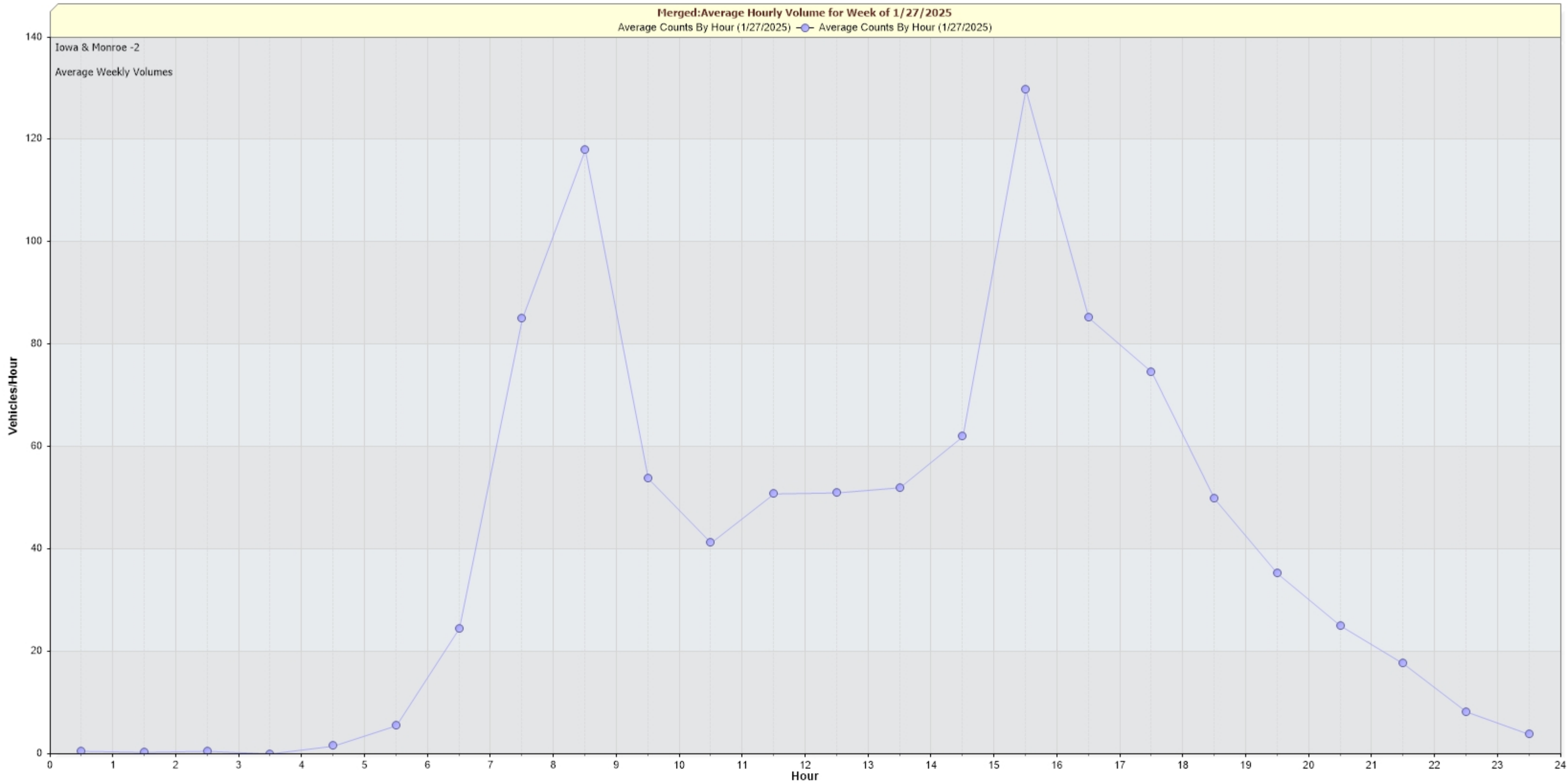
Speed Limit:	25	
85th Percentile Speed:	31	
50th Percentile Speed:	27	
10 MPH Pace Interval:	22.0 MPH	32.0 MPH
Average Speed:	26.46	

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Count over limit	1001	1207	1241	1035	1098	932	843
% over limit	53.4	62.7	61.4	52.8	57.2	59.1	63.3
Avg Speeder	29.3	29.5	29.5	29.4	29.3	29.6	29.6
Avg Speed	26.1	26.9	26.7	25.9	26.4	26.5	26.8

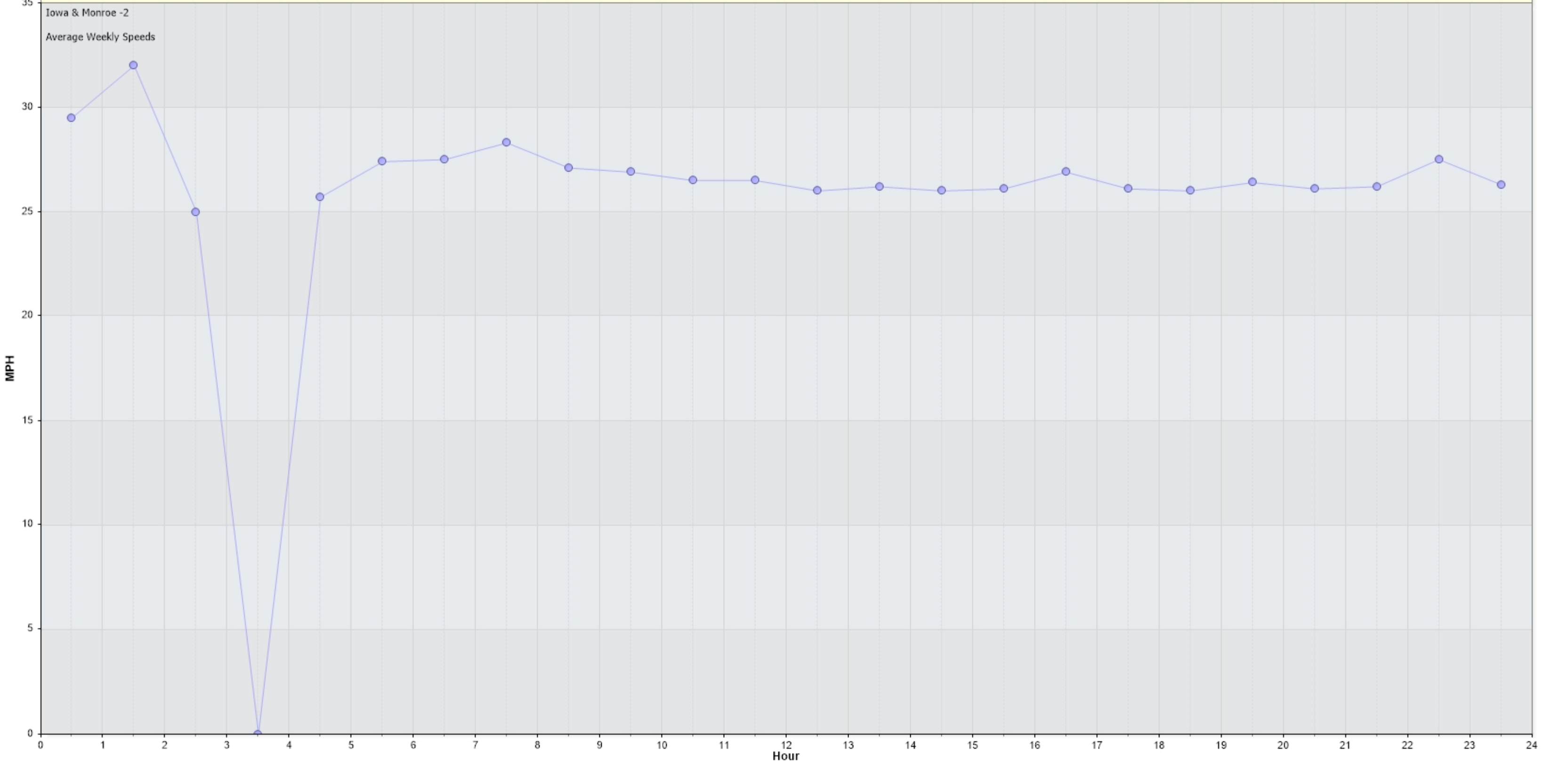
Class Counts

	Number	%
VEH_SM	54	0.4
VEH_MED	12268	97.3
VEH_LG	288	2.3
[VEH_SM=motorcycle,	VEH_MED = sedan,	VEH_LG = truck]

Merged:Average Hourly Volume for Week of 1/27/2025
Average Counts By Hour (1/27/2025) — Average Counts By Hour (1/27/2025)



Merged:Average Hourly WEEKDAY Speeds for Week of 1/27/2025
Average Hourly WEEKDAY Speeds By Hour (1/27/2025) — Average Hourly WEEKDAY Speeds By Hour (1/27/2025)



Merged:Daily Volume for Week of 1/27/2025

Daily Vehicle Counts



Daily Vehicle Counts

Iowa & Monroe -2

Daily Volumes

Vehicles

Monday

Tuesday

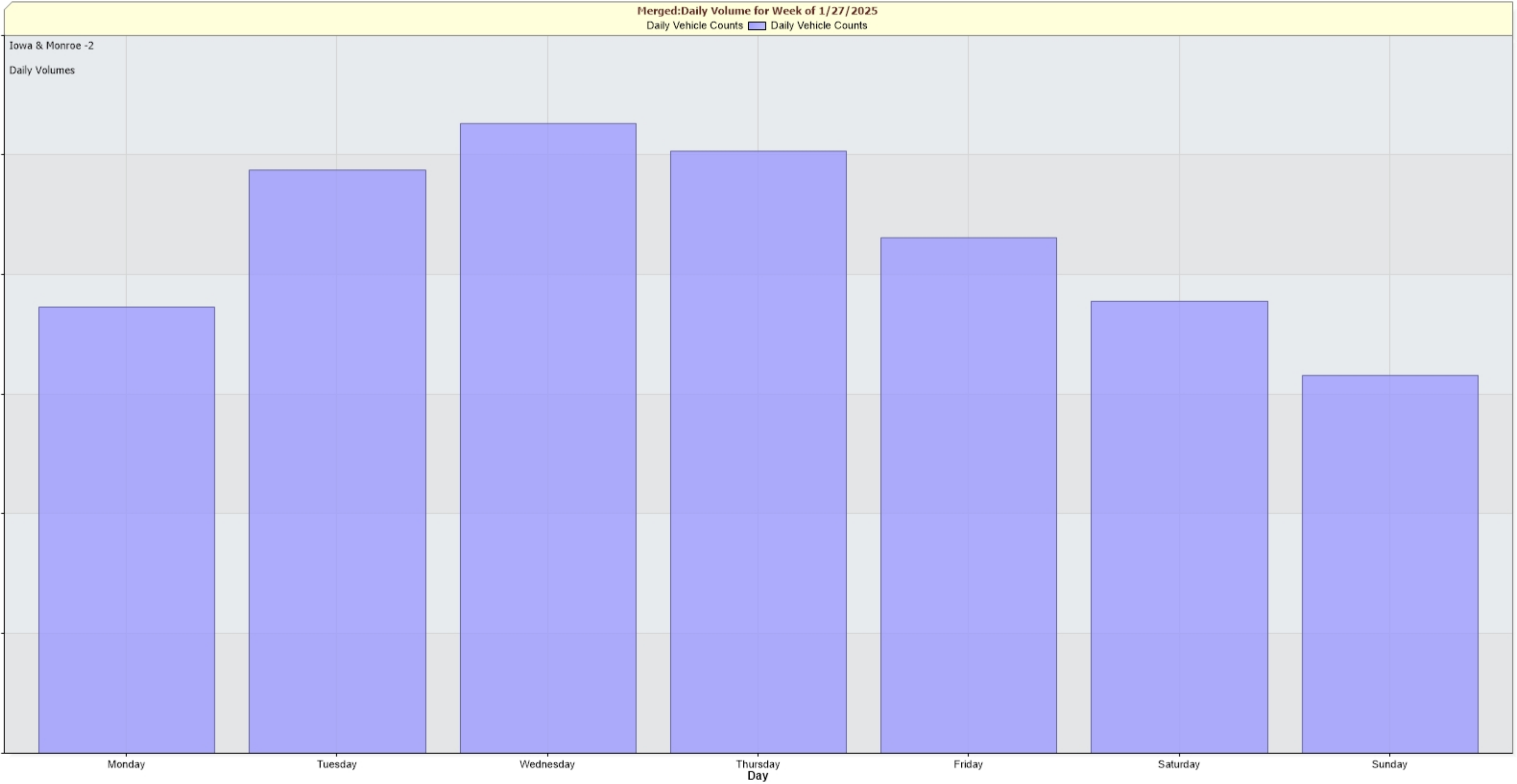
Wednesday

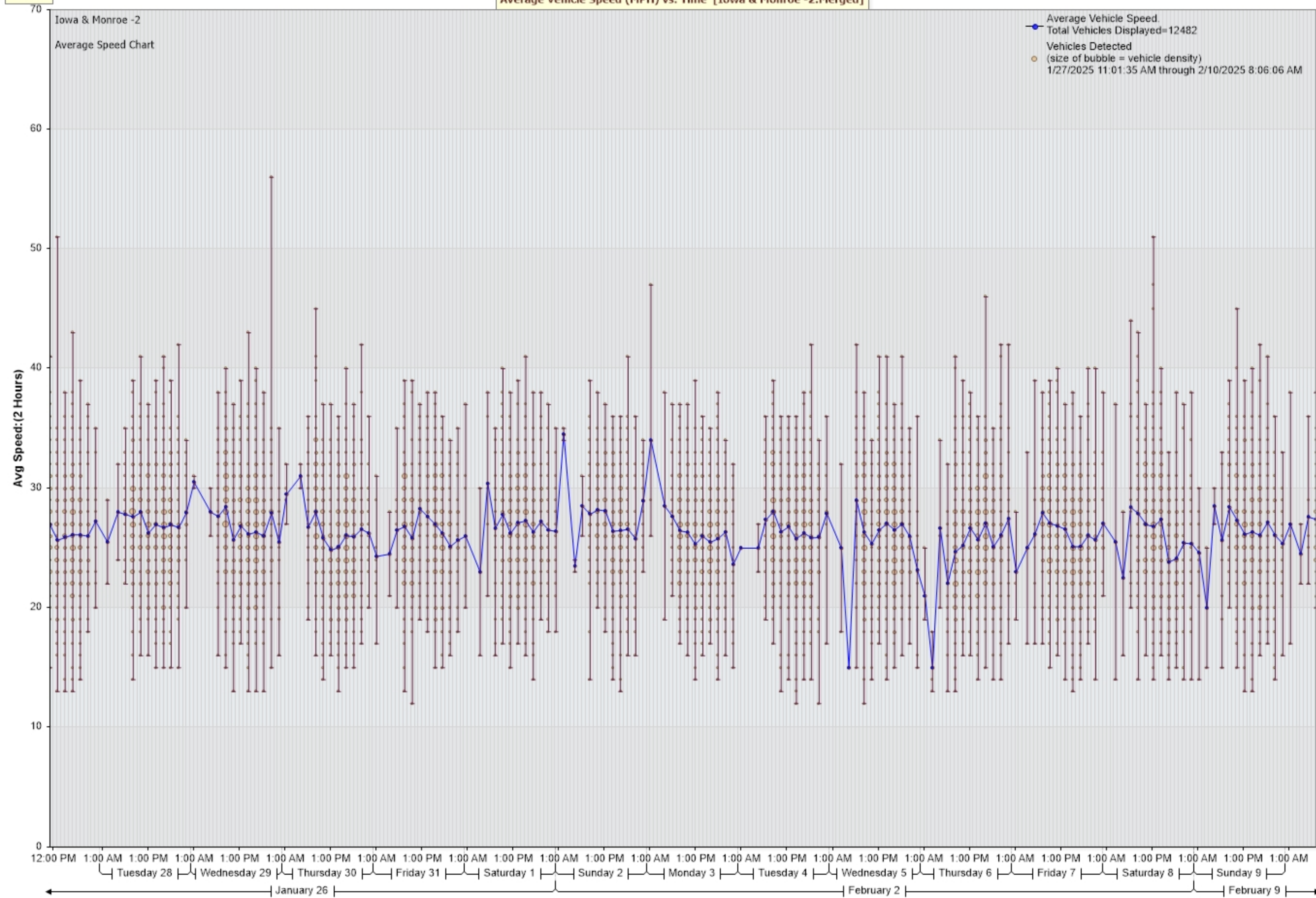
Thursday
Day

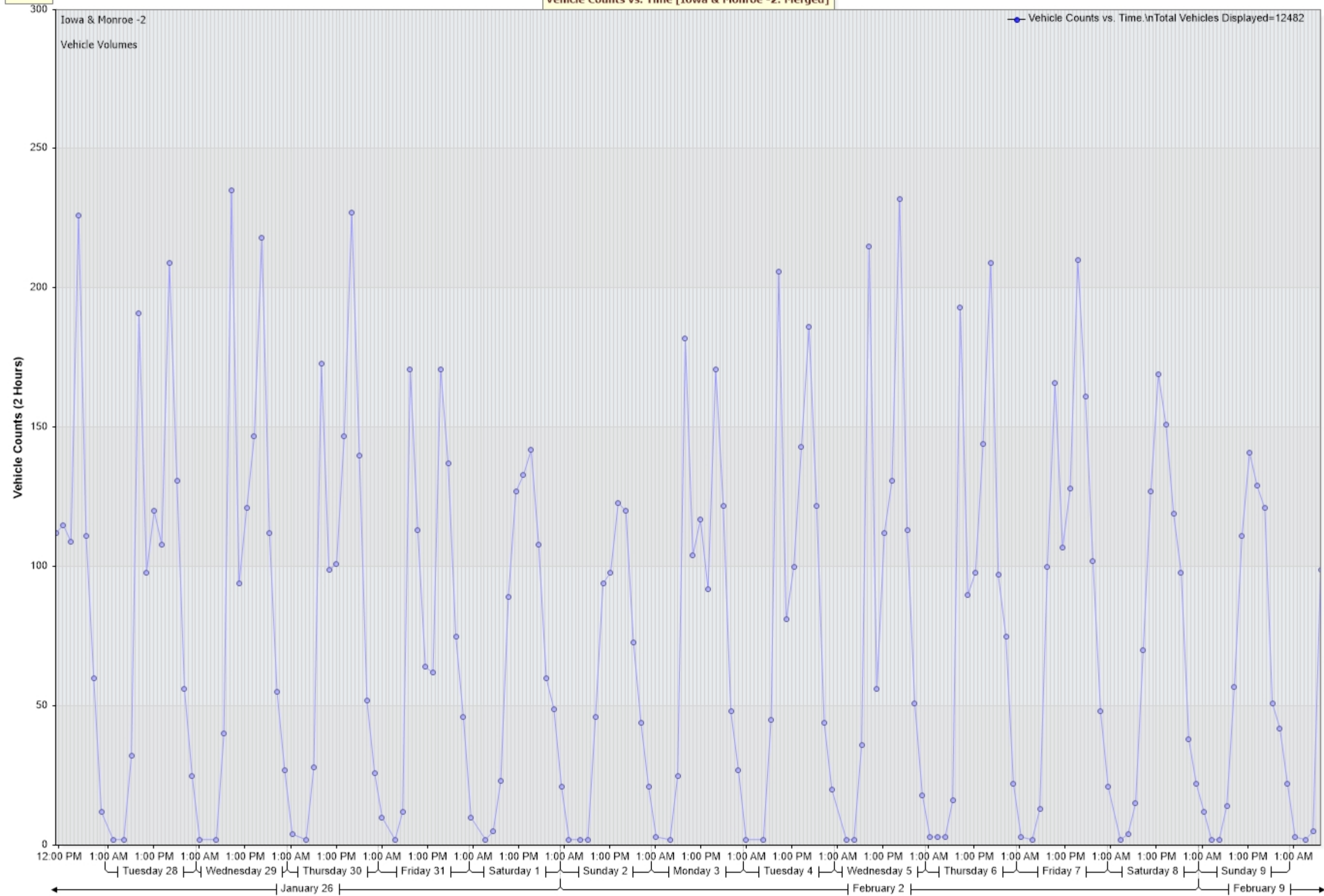
Friday

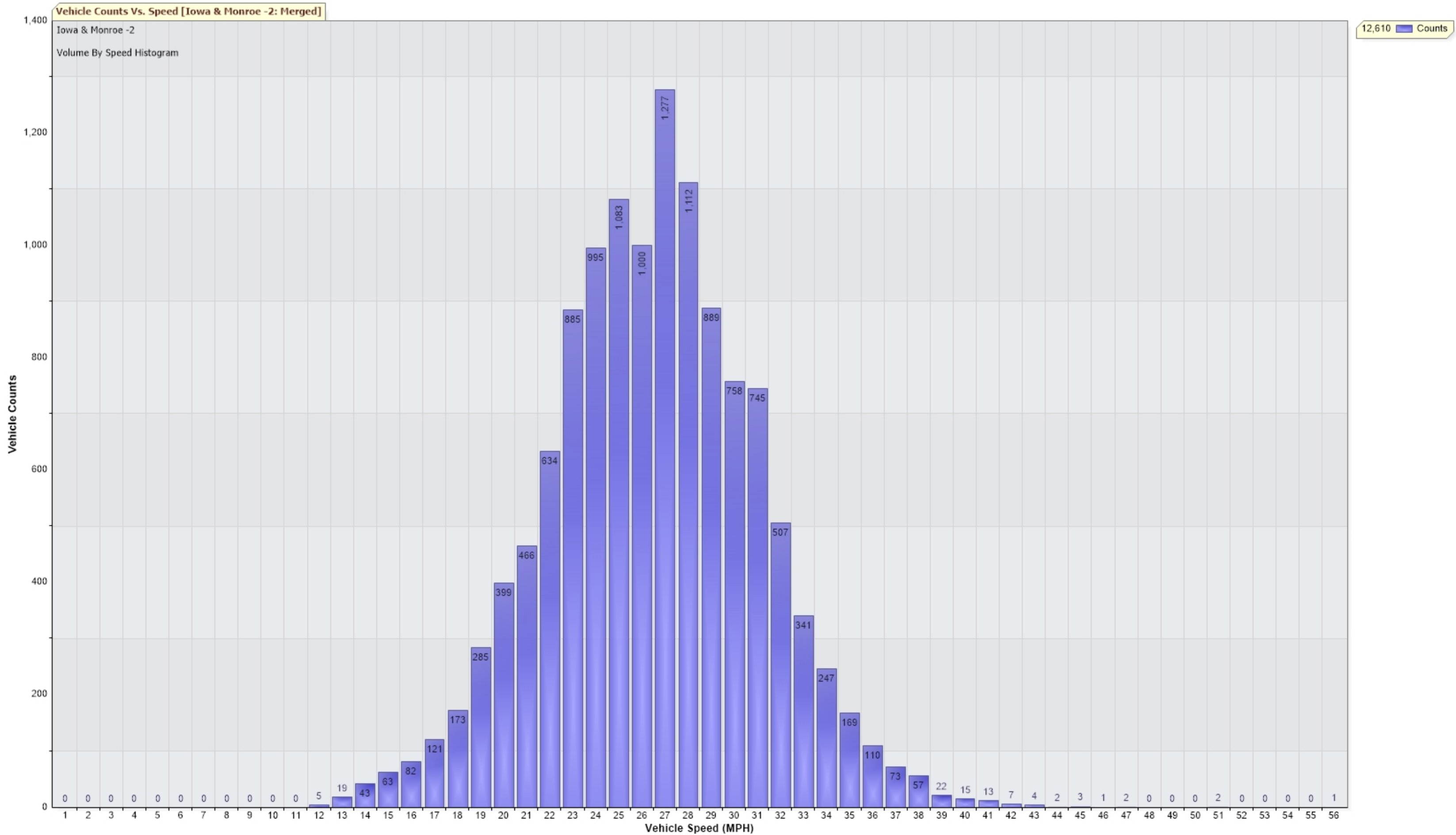
Saturday

Sunday



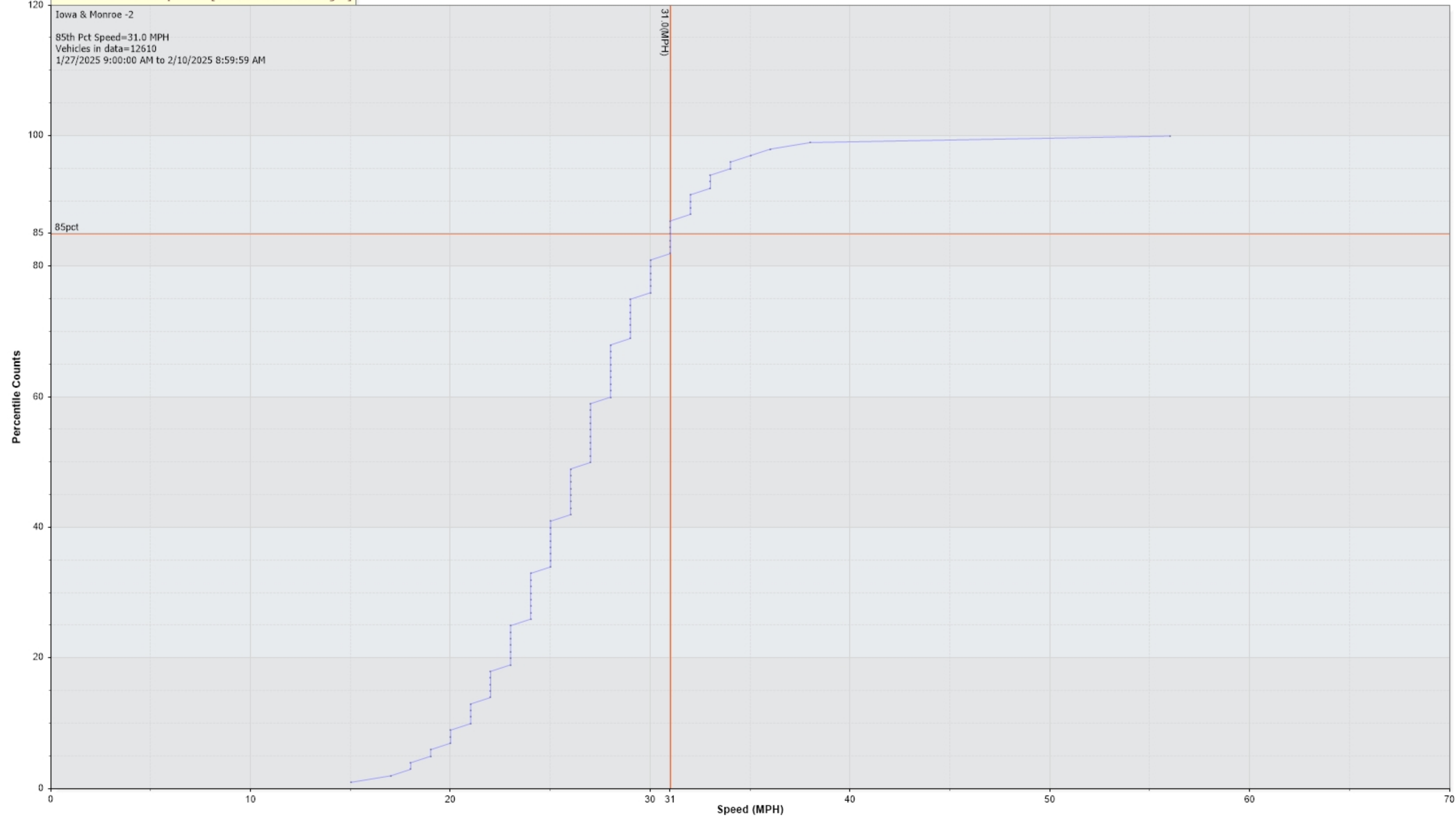






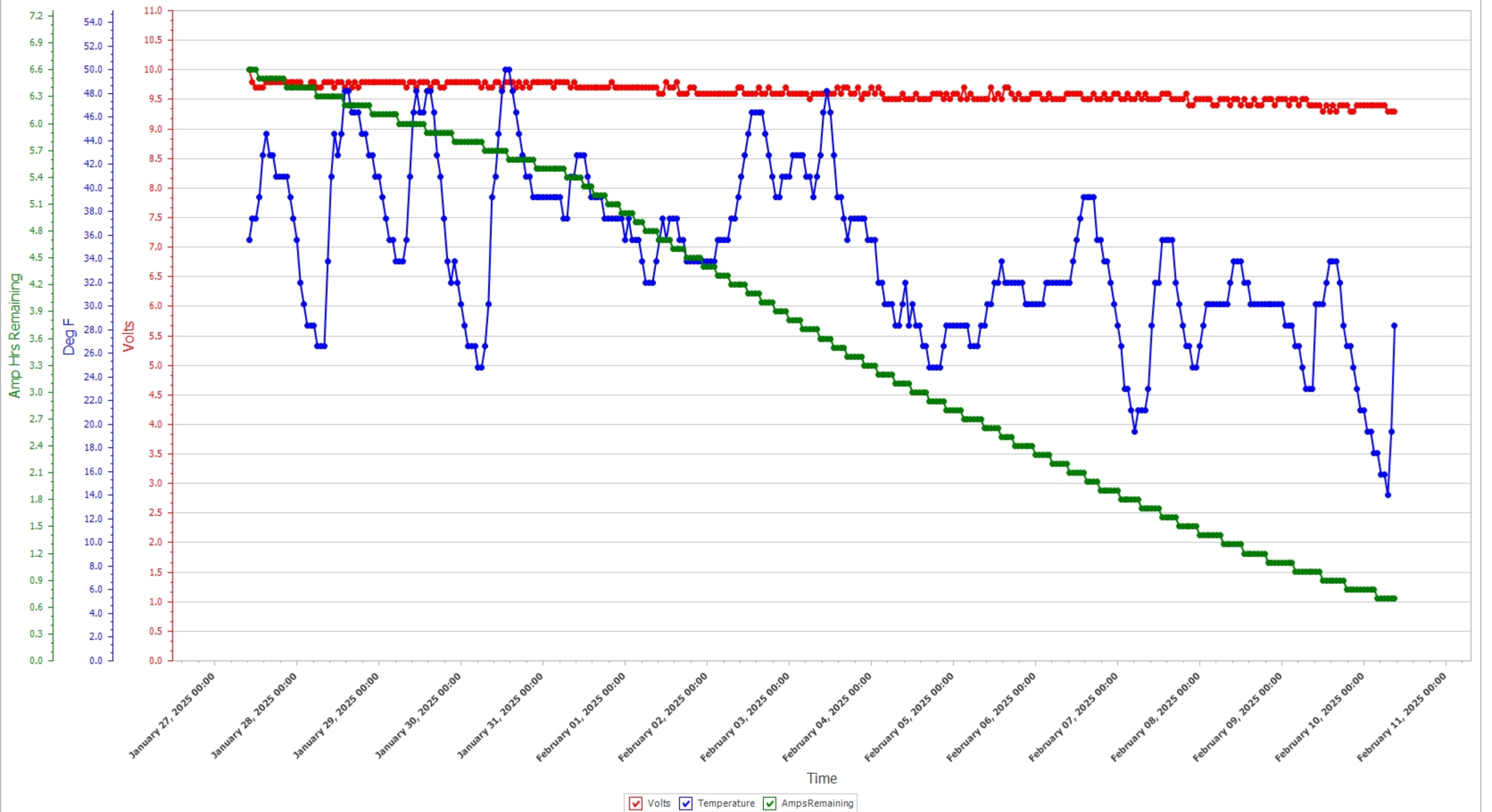
Percentile Counts Vs. Speed for [Iowa & Monroe -2: Merged]

Iowa & Monroe -2
85th Pct Speed=31.0 MPH
Vehicles in data=12610
1/27/2025 9:00:00 AM to 2/10/2025 8:59:59 AM



VCC, Ambient Temperature & Battery Charge (Ah)

Iowa & Monroe -2
VccAnd Ambient Temperature



For Project:	Greenfield and Jackson					
Project Notes:						
Location/Name:	Merged					
Report Generated:	3/31/2025	10:40:23 AM				
Speed Intervals	1 MPH					
Time Intervals	Instant					
Traffic Report From	3/17/2025	11:00:00 AM	through	3/31/2025	10:59:59 AM	
85th Percentile Speed	31 MPH					
85th Percentile Vehicles	10112					
Max Speed	53 MPH	on	3/22/2025	6:14:19 PM		
Total Vehicles	11896					
AADT:	849					

Volumes - weekly counts

Time	5 Day	7 Day
Average Daily	869	807
AM Peak	8:00 AM 90	72
PM Peak	3:00 PM 101	89

Speed

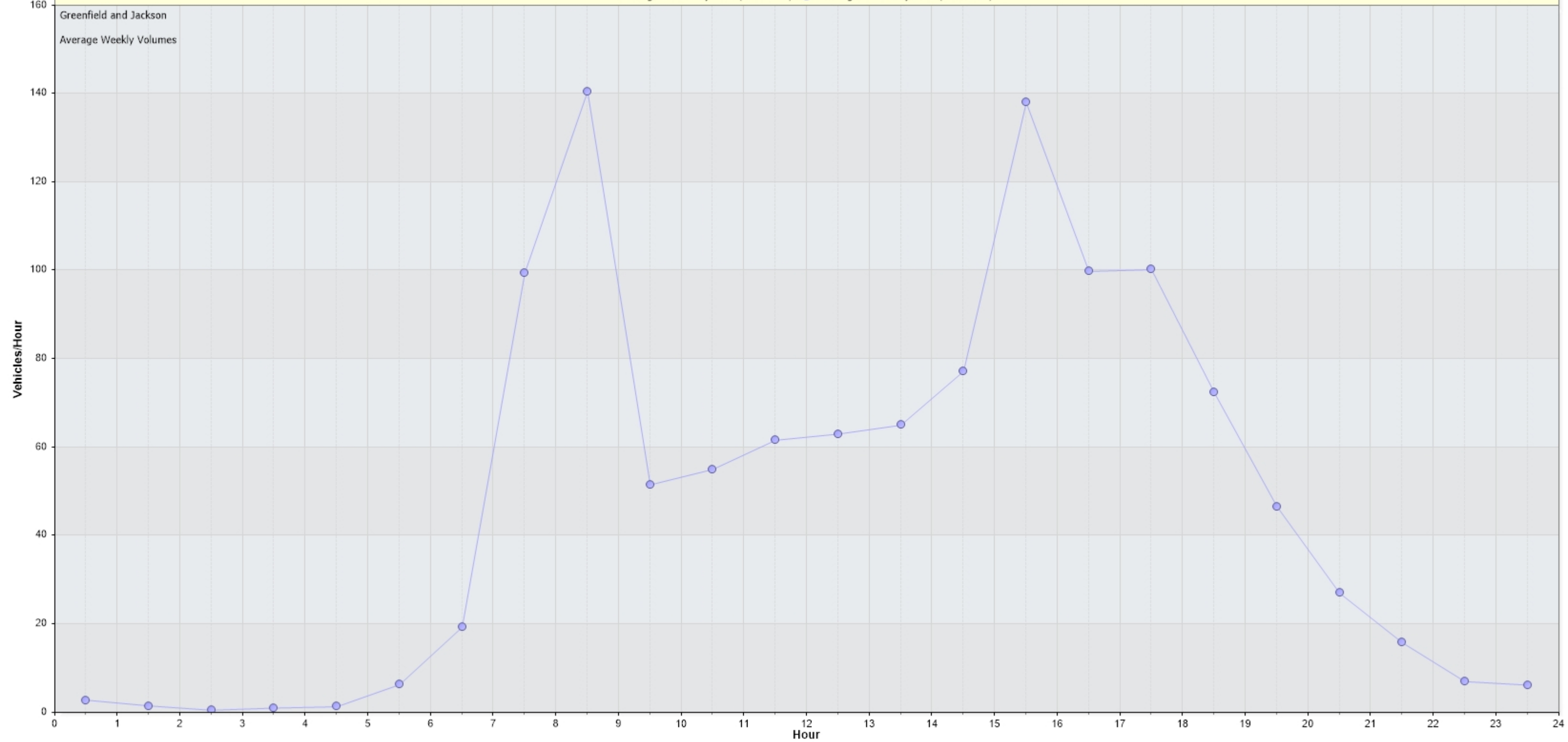
Speed Limit:	25	
85th Percentile Speed:	31	
50th Percentile Speed:	26	
10 MPH Pace Interval:	22.0 MPH	32.0 MPH
Average Speed:	26.25	

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Count over limit	1012	1115	1037	1043	1126	895	582
% over limit	57.9	58.0	57.1	58.1	56.5	56.8	55.9
Avg Speeder	29.1	29.2	29.4	29.3	29.4	29.1	29.2
Avg Speed	26.2	26.3	26.4	26.4	26.2	26.1	26.0

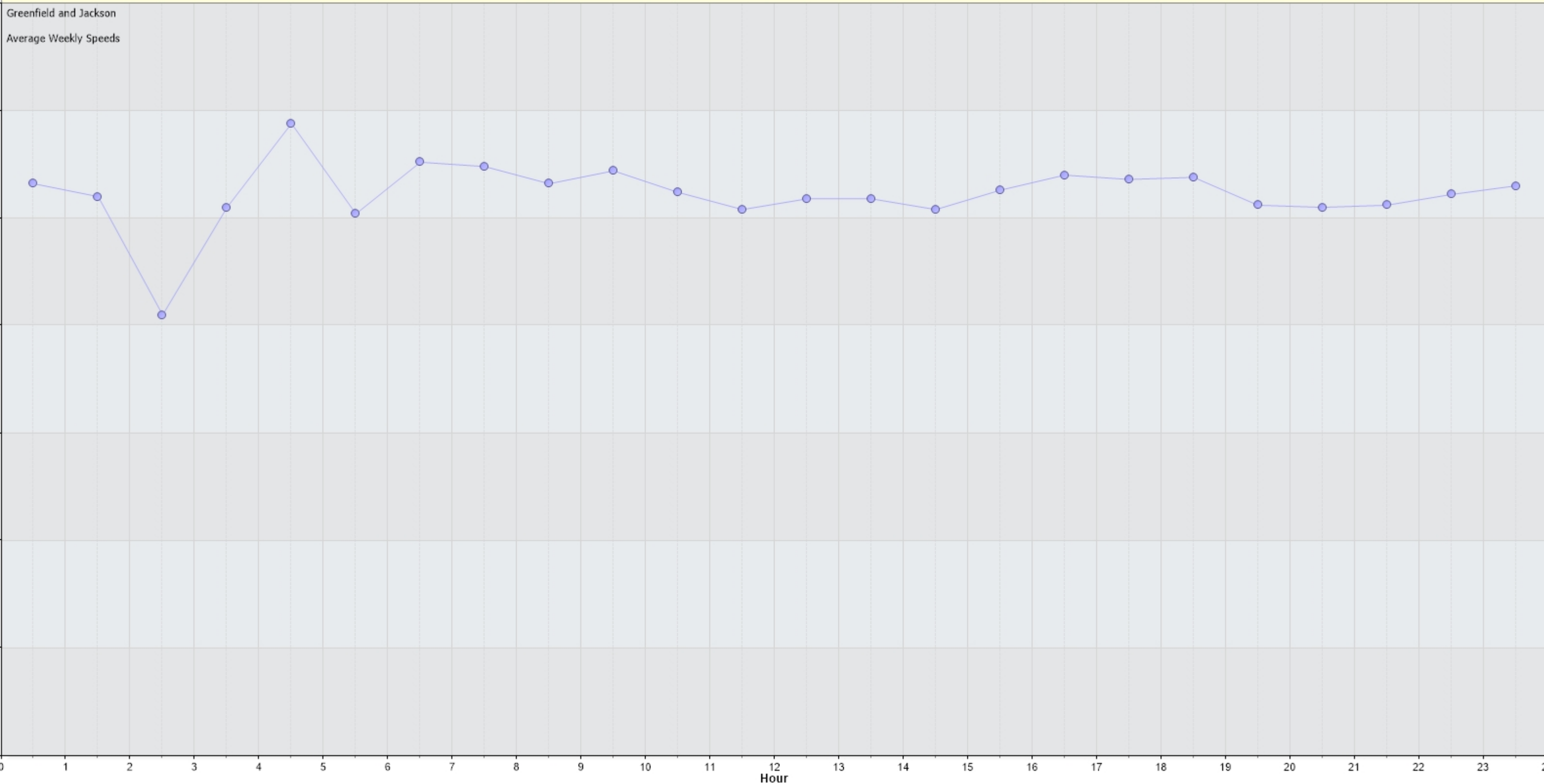
Class Counts

	Number	%
VEH_SM	49	0.4
VEH_MED	11648	97.9
VEH_LG	199	1.7
[VEH_SM=motorcycle,	VEH_MED = sedan,	VEH_LG = truck]

Merged:Average Hourly Volume for Week of 3/17/2025
Average Counts By Hour (3/17/2025) — Average Counts By Hour (3/17/2025)



Merged:Average Hourly WEEKDAY Speeds for Week of 3/17/2025
Average Hourly WEEKDAY Speeds By Hour (3/17/2025) — Average Hourly WEEKDAY Speeds By Hour (3/17/2025)

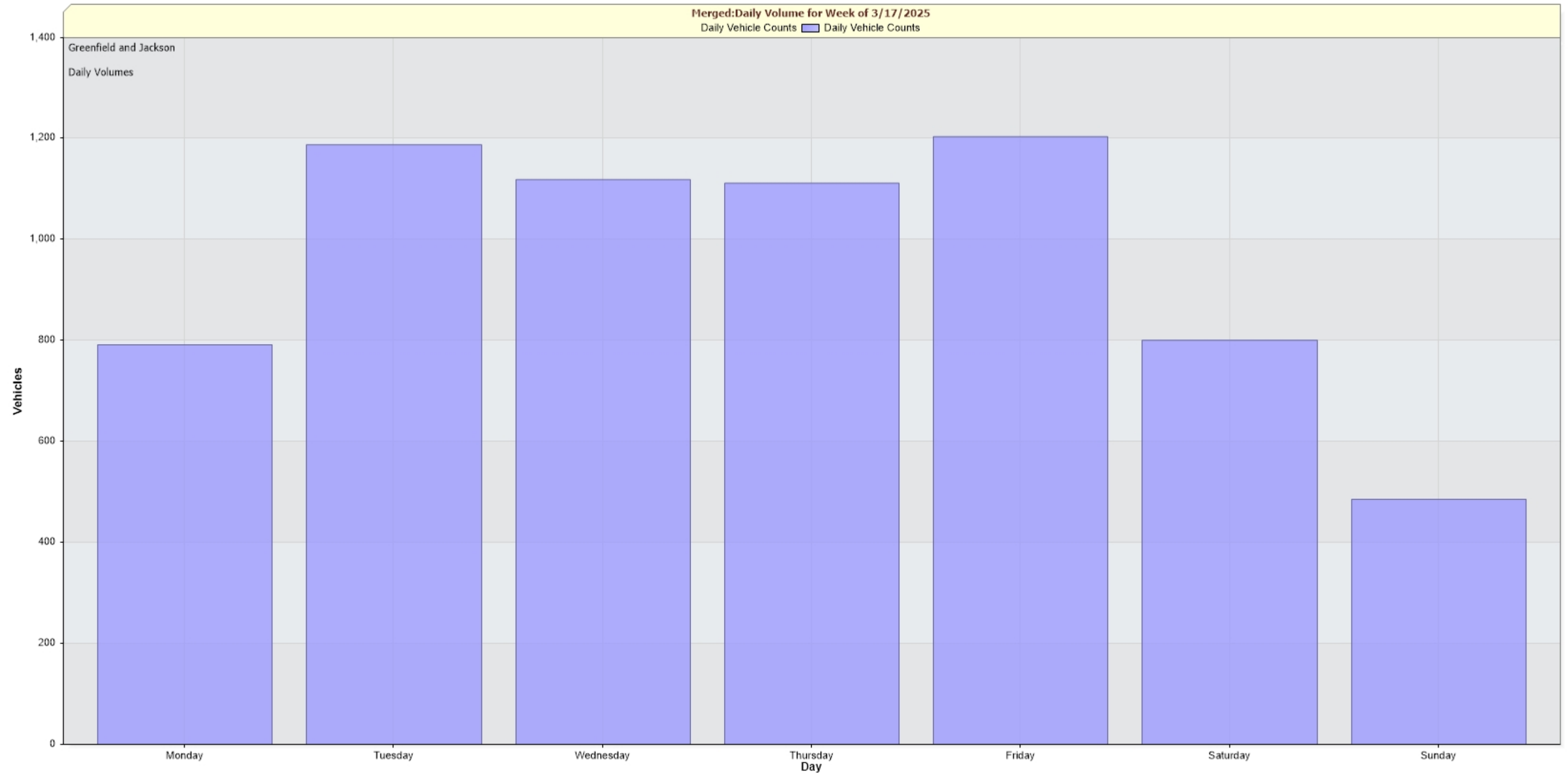


Merged:Daily Volume for Week of 3/17/2025

Daily Vehicle Counts

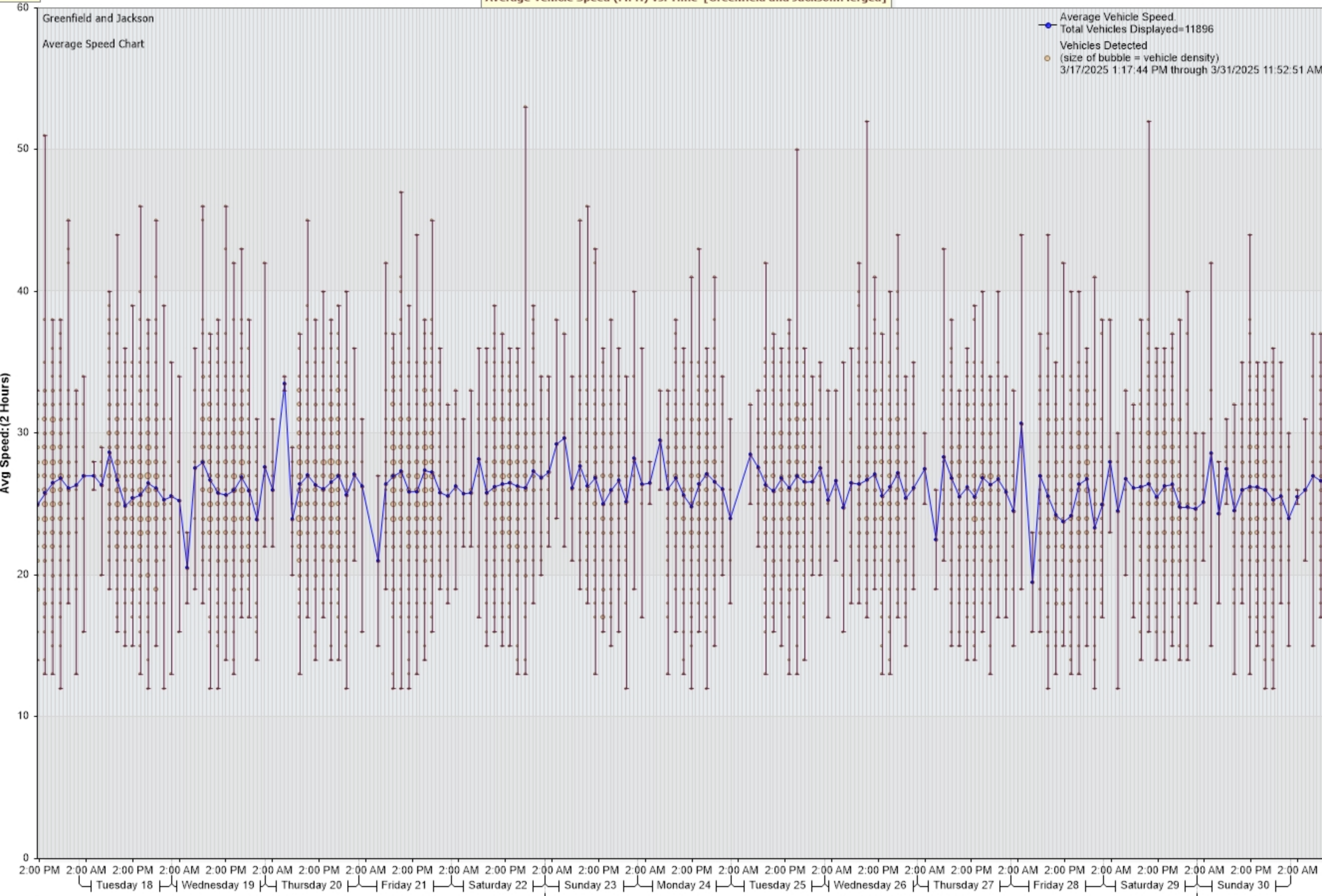


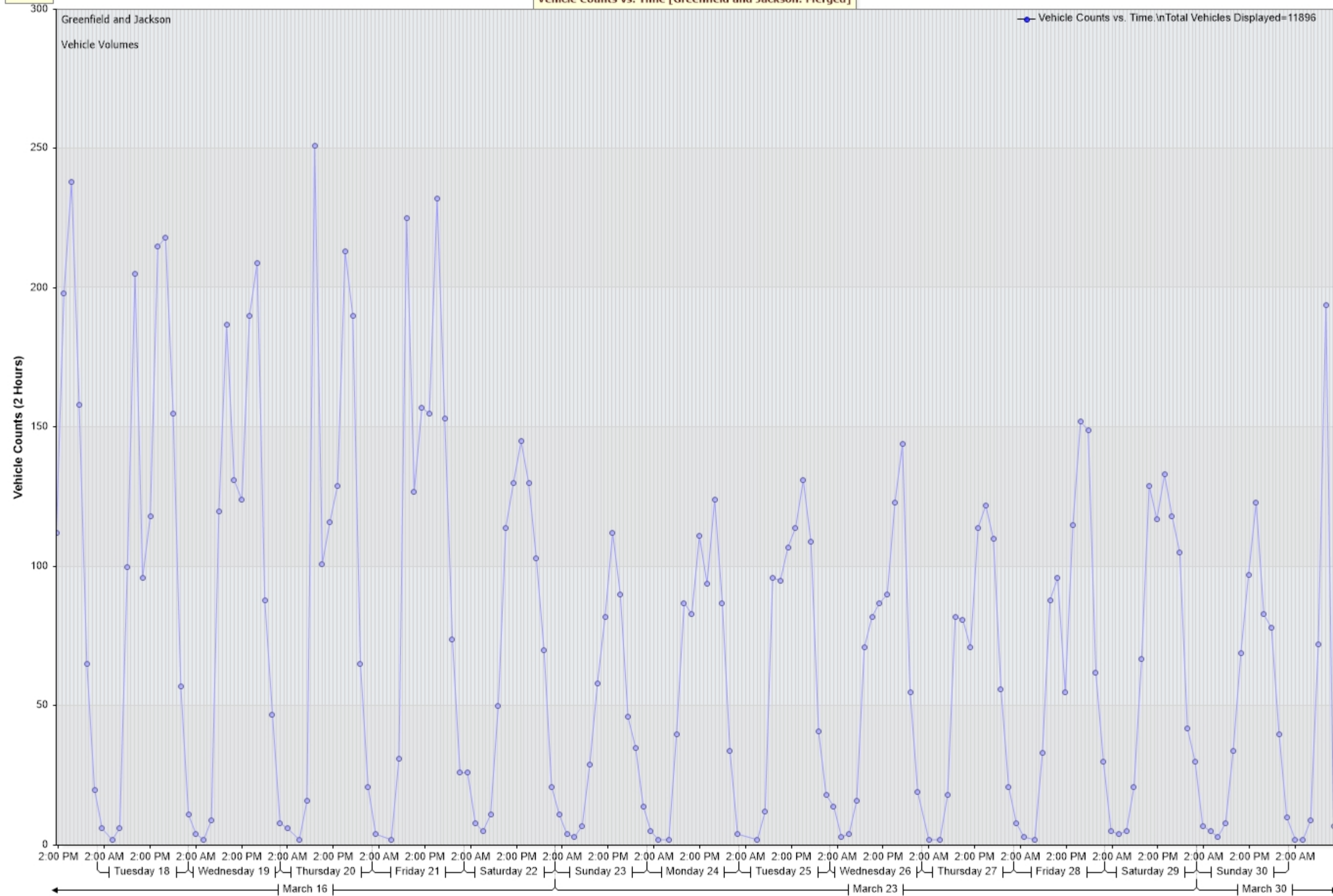
Daily Vehicle Counts

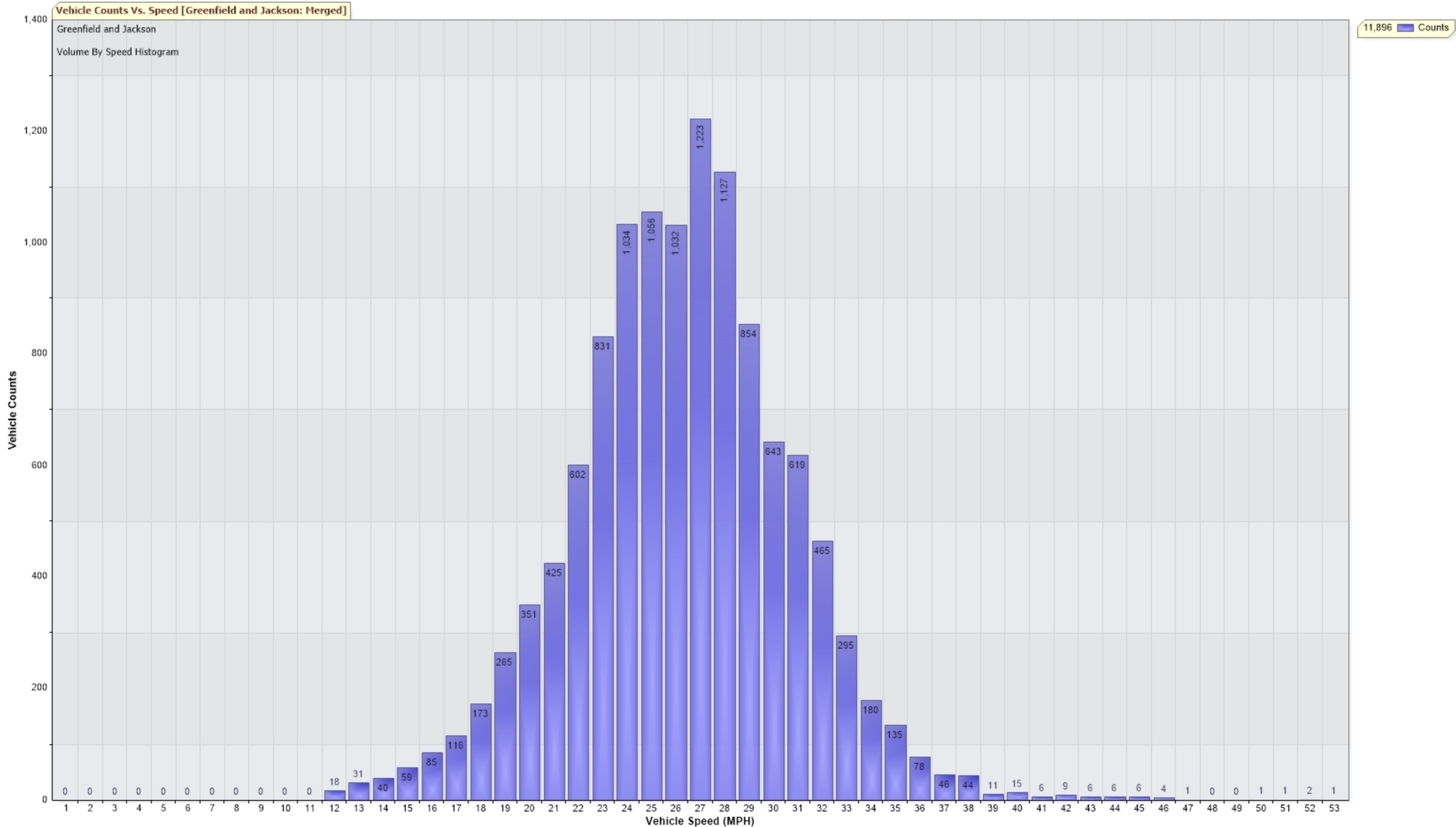


Zoom
help

Average Vehicle Speed (MPH) vs. Time [Greenfield and Jackson:Merged]







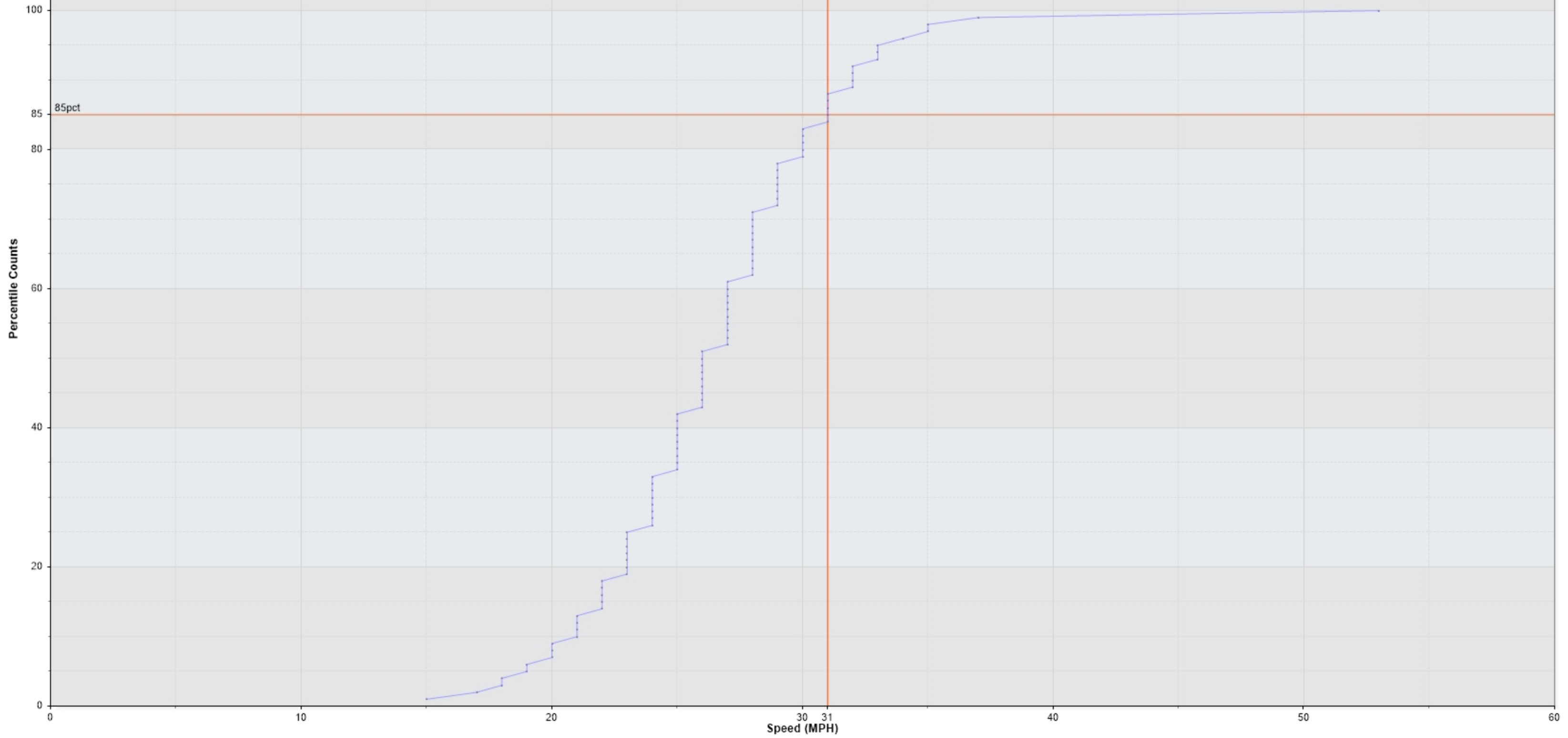
Percentile Counts Vs. Speed for [Greenfield and Jackson: Merged]

Greenfield and Jackson

85th Pct Speed=31.0 MPH

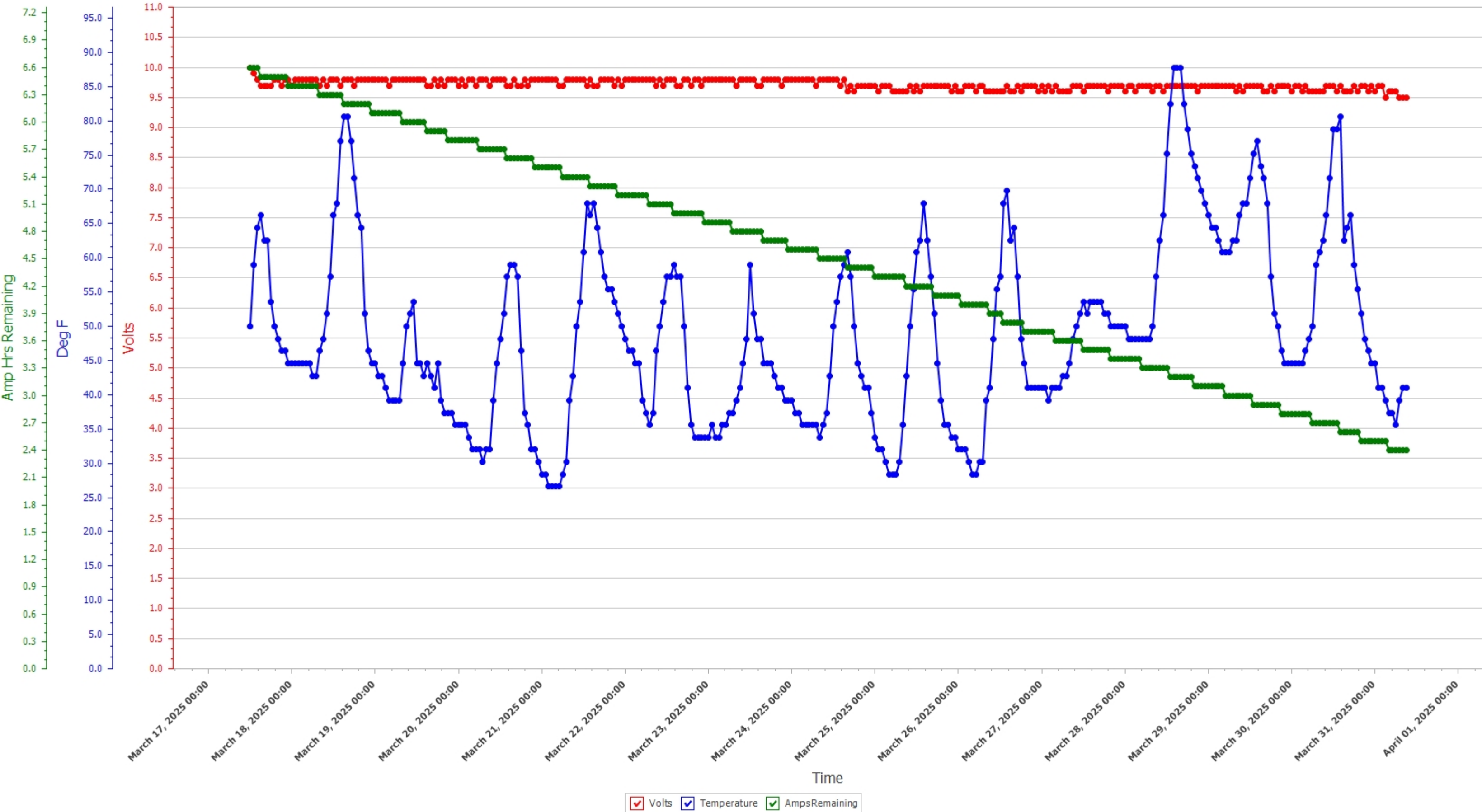
Vehicles in data=11896

3/17/2025 11:00:00 AM to 3/31/2025 10:59:59 AM



VCC, Ambient Temperature & Battery Charge (Ah)

Greenfield and Jackson
VccAnd Ambient Temperature





MEMORANDUM

DATE: May 21, 2025

TO: Traffic and Safety Commission

FROM: Jack Bielak, Director of Public Works & Engineering

SUBJECT: Lake Street Traffic Calming Measures

Issue: Lake Street is under IDOT Jurisdiction from Harlem going west through Bloomingdale where it turns into US 20. Lake Street east of Harlem is owned by Oak Park and the City of Chicago for their respective segments. Lake Street has a functional classification of Minor Arterial and in 2023 had an Annual Average Daily Traffic Figure of 9,700 vehicles. Lake Street has existing curb extensions that were built in 2010 at Keystone, Forest, Park, Franklin and Ashland.

Concerns regarding traffic conditions along Lake Street are frequently raised by residents, and the topic was discussed at 3 recent community meetings and a Village Board Meeting. It was desired to implement measures to calm traffic while long term solutions were designed, permitted by IDOT and implemented. Staff reviewed accident history and traffic generators along the corridor and installed delineators at strategic locations that highlighted existing traffic conditions. Delineators were deployed along Lake Street at Edgewood, Jackson and William. Staff has prepared a scope of work for a consultant to review these intersections and design permanent improvements.

Analysis: Edgewood is the westernmost 4-way intersection along Lake Street. As Vehicles enter the Village the travel lanes reduce from 4 lanes down to 2 lanes. It was observed that because there are not many vehicles parked along Lake Street, vehicles are frequently using the parking lane to go around other vehicles. After installing delineators at Edgewood it was observed that vehicles generally are now reducing their speed and following the intended 2 lane typical section of the roadway.

Jackson and William are located along the commercial section of Lake Street. The crossing at Jackson is heavily utilized due to the Jewel store and location of the Pace Stop. There are recorded pedestrian accidents at this intersection over the past 5 years. The crossing at William is located near the medical center, a large residential complex along with multi family housing along the North east side of Lake Street. There are a number of recorded accidents at this intersection. Delineators were installed in the median at each intersection to mirror the existing traffic pattern which called for a striped non traversed median. This means the intention was for vehicles to not enter the area, however it was observed that this was a regular pattern as vehicles used the median for passing or to turn. After installing the delineators it was generally observed that vehicles were obeying the existing pavement markings and not using the striped medians. Additionally, pedestrians started to use the median as a refuge island.

Franklin Avenue has existing curb extensions that were built as part of the project in 2010. This crossing also has existing signage that points to the crossing at this intersection. It has been mentioned and requested by the school district and residents that a Rectangular Rapid Flashing Beacon (RRFB) should be installed at this intersection Similar to the one at Keystone. Staff reviewed the information and can see the value in this implementation due to the proximity of pedestrian traffic

generators such as the school, businesses on the south side of lake street and townhouses located on the north east side.

Recommendation: Whether the Commission has comments or suggestions on the proposed improvements and scope of work and concur with moving forward with design engineering services for the 4 intersections. A concurrence of the proposed scope will be needed then staff will prepare the proposal for Village Board consideration.

Attachments:

- A. Consultant Scope of Work
- B. Existing Lake Street Extensions
- C. Memo regarding William

April 11, 2025

625 Forest Edge Drive, Vernon Hills, IL 60061

TEL 847.478.9700 ■ FAX 847.478.9701

www.gha-engineers.com

Mr. Jack Bielak, PE, CFM
Director of Public Works & Engineering
Village of River Forest
400 Park Avenue
River Forest, IL 60305

Re: Proposal for Professional Engineering Services
2025 Lake Street Intersection Design Engineering Services
Village of River Forest, IL
GHA Proposal No. 2025.T061

Dear Mr. Bielak:

Gewalt Hamilton Associates, Inc. (GHA) is pleased to submit our proposal for professional engineering consulting services with respect to the above-mentioned project.

The enclosed proposal is for Phase II Design Engineering and preparation of construction plans and specifications of four (4) intersections along Lake Street. The Village anticipates that three intersections will include curb extensions, and one intersection will include the installation of a Rectangular Rapid flashing Beacon (RRFB).

Curb Extensions at the following intersections:

- Lake Street at Edgewood Place
- Lake Street at Jackson Avenue
- Lake Street at William Street

RRFB Installation at the following intersection:

- Lake Street at Franklin Avenue

As Lake Street is under the jurisdiction of the Illinois Department of Transportation (IDOT), an IDOT Highway Permit will be required for improvements within the IDOT roadway right-of-way, therefore all design shall follow IDOT design guidelines for processing through the IDOT Bureau of Traffic.

Should you have any questions, or if we can be of additional assistance, please feel free to contact GHA. We look forward to working with the Village of River Forest on this project.

Sincerely,
Gewalt Hamilton Associates, Inc.



Matthew Turk, PE
Director of Transportation Services
mturk@gha-engineers.com

Encl.: GHA Proposal No:2025.T061 River Forest Intersection Design Services

Proposal for Professional Engineering Services
2025 Lake Street Intersection Design Engineering Services
Village of River Forest, IL
GHA Proposal No. 2025.T061

The Village of River Forest (Village / Client) having an address of 400 Park Avenue, River Forest, IL 60305 and Gewalt Hamilton Associates, Inc., (GHA), having an office at 625 Forest Edge Drive, Vernon Hills, IL 60061, agree and contract as follows:

I. Project Understanding

Gewalt Hamilton Associates, Inc. (GHA) will provide Phase II Engineering Services to the Village for the proposed Lake Street Intersection improvements to be constructed at Edgewood Place, Jackson Avenue, William Street and the RRFB at Franklin Avenue.

Our Phase II scope will be performed in accordance with current IDOT and Village standards and guidelines. We understand the anticipated tasks to include:

- Perform a detailed topographic survey for the three intersections contemplated for curb extensions. Verify the existing intersection at Franklin Avenue is ADA compliant for the proposed RRFB.
- Prepare engineering plans in AutoCAD format for the three intersections contemplated for curb extensions and RRFB installation at Franklin Avenue.
- Prepare engineer's estimate of probable construction cost for the improvements.
- Obtain IDOT permit for work within the Lake Street Right-of-way.

The following outlines our Phase II Scope of Services.

II. Phase II Scope of Services

We have organized our Phase II Scope of Services into the following tasks, detailed below:

A. Project Management and Coordination

Coordination is a large part of any Phase II Engineering project. GHA will coordinate with State and local agencies throughout the duration of the project. The following tasks are anticipated during this phase of the project.

- Coordination with Village of River Forest. GHA will provide regular communication with the Village, including copies of all transmittals and regular updates on milestone approvals.
- Coordination with IDOT Traffic Permits.
- Coordination with Utility Agencies. GHA will continue to coordinate with local utility agencies. Preliminary plans will be sent to utility companies for review of potential utility conflicts. Should utility coordination meetings be required, GHA will schedule meetings with the appropriate utility companies.
- Permitting. GHA anticipates the following permits are required for this project: IDOT, NPDES and potentially MWRD if drainage impacts are required.

B. Existing Conditions Survey / Boundary / Base Plan Preparation

Existing Conditions Survey: GHA will prepare a topographic survey which will meet or exceed the Minimum Standards of Practice as set forth by Illinois Administrative Code for a Topographic Survey. Accordingly, we will provide the following services for the Lake Street Intersection Design:

- Obtain benchmark information (NAVD88) from USGS, Lake County, the Village of Volo or Trimble VRS Now Network.

- Horizontal coordinates shall be referenced to the State Plane Coordinate System, Illinois East Zone, NAD83 adjustment. Vertical elevations shall be referenced to the North American Vertical Datum of 1988 (NAVD88). All units shall be U.S. Survey feet and decimal parts thereof.
- Establish permanent site benchmark(s) (i.e. crosses or boxes cut on concrete, flange bolts on fire hydrants, etc.) on site.
- Contours will be provided at 1'-0" intervals, with an error not to exceed one-half the contour interval.
- The survey will show the location of the visible ground features, physical improvements with the project limits including location and elevation of curbs pavements, light poles, utility poles, traffic lights, sidewalks, driveways, fences, guard rails, signage, striping, overhead wires, etc.
- The location of underground utilities, both observed and from record information such as Village utility atlases, will be provided and will include location and size of water mains, fire hydrants and valves. The survey will show depth, size, and direction of flow for all sanitary, storm drains, and culverts serving the property. The location of all manholes, catch basins, and all pipe inverts that are accessible from the surface will be depicted.
- Location of "dry" utilities such as telephone, electric, gas and cable T.V. lines, etc. will be depicted based on visual surface evidence and available utility atlas information from the respective utility companies. The cost for marking private utilities is not included in this proposal, but GHA will include this information if the Client arranges to have private utilities marked in the field prior to our field visit.

Right of Way Research and Boundary Survey: Boundary / Right-of-Way will be shown from GIS information for reference.

Base Plan Preparation

- Plan Base Sheet Preparation: GHA will plot existing topographic survey information and develop plan base sheets at a scale of 1" = 20' for use in the development of contract plans. Information included on the base sheets will be field verified to confirm completeness and accuracy of topographic features.
- GHA will request and review any utility atlas information secured from Public Utility Companies and incorporate it into the Base Plans.

C. Pre-Final Plans, Special Provisions, and Estimates (90%)

GHA will proceed with the development of the pre-final plans and special provisions and include the following:

- Pre-final Plans. The pre-final plans will include the following plan sheets:
 - Cover Sheet
 - General Notes, Index of Sheets, State Standards
 - Summary of Quantities
 - Existing / Proposed Typical Sections
 - Roadway Removal Plans
 - Roadway Plan
 - Erosion Control Plans
 - Drainage and Utility Plans
 - ADA Curb Ramp Details
 - Construction Details
- Pre-final Special Provisions. Pre-final special provisions will be prepared to supplement or amend the latest edition of the Standard Special Provisions for Road and Bridge Construction.

- Pre-final Quantity Calculations. Detailed quantity take-offs from the pre-final plans will be completed to prepare the Summary of Quantities.
- Pre-final Estimate of Cost. Pre-final estimate of cost will be prepared utilizing the latest available unit prices from recent IDOT bid tabulations.

D. Final Plans, Special Provisions, and Estimates (100%)

- Final Plans. The final plans will include the following plan sheets:
 - Cover Sheet
 - General Notes, Index of Sheets, State Standards
 - Summary of Quantities
 - Existing / Proposed Typical Sections
 - Roadway Removal Plans
 - Roadway Plan
 - Erosion Control Plans
 - Drainage and Utility Plans
 - Intersection Grading Details
 - ADA Curb Ramp Details
 - Construction Details
- Final Special Provisions.
- Final Estimate of Cost.

E. QA/QC Review

GHA will perform an internal Quality Assurance/Quality Control review of the completed design of the respective Pre-final and final PS&Es.

- Pre-final QA/QC Review. Prior to submission of the pre-final plans, an internal Quality Assurance /Quality control review will be completed. This review is completed by two separate reviewers independent of the design team. These reviews consider both constructability issues as well as design issues such as identification of missing pay items, quantities, and special provisions. A plan-in-hand review is also completed to verify conditions in the field have not changed since the project's inception.
- Final QA/QC Review. Prior to final submission to IDOT for Letting, a second QA/QC review of the plans and special provisions will be completed. This review will confirm that review comments have been addressed, and all pay items and quantities have been updated accordingly.

F. Special Waste

GHA doesn't anticipate a large quantity of earth excavation; therefore, we recommend that the Village risk manages the excavated material and specify all material be brought to a land fill.

III. Schedule

GHA is prepared to commence work immediately upon receipt of written authorization from the Client. GHA will contact the Council Liaison to set up the Phase II IDOT kickoff meeting as soon as practical. GHA will contact the Council Liaison to set up the Phase II IDOT kickoff meeting as soon as practical after approval of the Project Development Report.

IV. Key Personnel

Mr. Kevin Belgrave, PE, PTOE will function as the Project Manager and will lead and oversee Phase II Design Engineering, plan preparation, and coordination with the Village. Mr. Belgrave will be assisted as needed by additional GHA professional and technical staff.

V. Compensation for Services

GHA proposes to complete the above describe scope on a time-and-materials (T&M) basis for a not-to-exceed (NTE) Fee as outlined below:

Service	Cost
Project Management / IDOT Coordination and Permitting / MWRD Permitting	\$5,946.00
Existing Conditions Survey / Base Plan Preparation	\$9,234.00
Lake Street Intersection and RRFB Plans	\$32,968.00
Expenses	\$250.00
Not-To-Exceed =	\$48,398.00

Reimbursable expenses, including items such as printing, mileage, messenger service, record documents, and other non-technical project related expenses, are included in the not-to-exceed fee.

Additional services requested and authorized by the Client, beyond those outlined in Section II: Scope of Services, the Client shall pay GHA in accordance with the attached *GHA Hourly Rates*.

Invoices will be submitted on a monthly basis and will detail services performed. This permits the Client to review the status of the work in progress and the charges made.

VI. Authorization

By signing below, you indicate your acceptance of this Agreement in its entirety.

Gewalt Hamilton Associates, Inc.

Village of River Forest



Matt Turk, PE

Director of Transportation Services

Name: _____

Title: _____

Date: _____

Encl. Attachment A
GHA Hourly Rates

**ATTACHMENT A TO GEWALT HAMILTON ASSOCIATES, INC.
PROFESSIONAL SERVICES AGREEMENT**

1. Standard of Care. The services provided by Gewalt Hamilton Associates, Inc., (GHA) under this Agreement will be reasonably performed consistent with the generally accepted standard of care for the Scope of Basic Services called for herein at the time when and the place where the services are provided. GHA will use reasonable care to comply with applicable codes and laws in effect at the time its services are provided.

2. Duration of Proposal. The terms of this Agreement are subject to renegotiation if not accepted within 60 calendar days of the date indicated on this Agreement. Requests for extension beyond 60 calendar days shall be made in writing prior to the expiration date. The fees and terms of this Agreement shall remain in full force and effect for one year from the date of acceptance of this Agreement, and shall be subject to revision at that time, or any time thereafter if GHA gives written notice to the other party at least 60 calendar days prior to the requested date of revision. In the event that the parties fail to agree on the new rates or other revisions, either party may terminate this Agreement as provided for herein.

3. Client Information. Client shall provide GHA with all project criteria and full information for its Scope of Basic Services. GHA may rely, without liability, on the accuracy and completeness of the information Client provides, including that of its other consultants, contractors and subcontractors, without independently verifying that information.

4. Payment. Payments are due within 30 calendar days after a statement is rendered. Statements not paid within 60 calendar days of the end of the calendar month when the statement is rendered will bear interest at the rate of one percent (1.0%) per month until paid. The provision for the payment of interest shall not be construed as authorization to pay late. Failure of the Client to make payments when due shall, in GHA's sole discretion, be cause for suspension of services without breach or termination of this agreement. Upon notification by GHA of suspension of services, Client shall pay in full all outstanding invoices within 7 calendar days. Client's failure to make such payment to GHA shall constitute a material breach of the Agreement and shall be cause for termination by GHA. GHA shall be entitled to reimbursement of all costs actually incurred by GHA in collecting overdue accounts under this Agreement, including, without limitations, attorney's fees and costs. GHA shall have no liability for any claims or damages arising from either suspension or termination of this Agreement due to Client's breach. The Client's obligation to pay for GHA's services is in no way dependent upon the Client's ability to obtain financing, rezoning, payment from a third party, approval of governmental or regulatory agencies or the Client's completion of the project.

5. Instruments of Service. The Client acknowledges GHA's plans and specifications, including field data, notes, calculations, and all documents or electronic data, are instruments of service. GHA shall retain ownership rights over all original documents and instruments of service. All instruments of service provided by GHA shall be reviewed by Client within 10 calendar days of receipt. Any deficiencies, errors, or omissions the Client discovers during this period will be reported to GHA and will be corrected as part of GHA's Basic Services. Failure to provide such notice shall constitute a waiver. The Client shall not reuse or make, or permit to be made, any modifications to the instruments of service without the prior written authorization of GHA. The Client waives all claims against GHA arising from any reuse or modification of the instruments of service not authorized by GHA. The Client agrees, to the fullest extent permitted by law, to defend and indemnify and hold GHA harmless from any liability, damage, or cost, including attorneys' fees, arising from the unauthorized reuse or modification of the instruments of service by any person or entity. The parties agree that if elements of the Scope of Basic Services identified in this Agreement are reduced and/or eliminated by Client, then Client waives, releases and holds GHA harmless from all claims and damages arising from those reduced and/or eliminated services. If GHA's Scope of Basic Services does not include construction administration phase services, Client assumes responsibility for interpretation of the instruments of service and construction observation, and waives all claims against GHA for any act, omission or event connected thereto. Unless included in GHA's Scope of Basic Services, GHA shall not be liable for coordination with of the services of Client's other design professionals.

6. Electronic Files. The Client acknowledges that differences may exist between the electronic files delivered and the printed instruments of service. In the event of a conflict between the signed / sealed printed instruments of service prepared by GHA and the electronic files, the signed / sealed instruments of service shall control. GHA's electronic files shall be prepared in the current software GHA uses and will follow GHA's standard formatting unless the Scope of Basic Services requires otherwise. Client accepts that GHA makes no warranty that its software will be compatible with other systems or software.

7. Applicable Codes. The Client acknowledges that applicable laws, codes and regulations may be subject to various, and possibly contradictory, interpretations. Client accepts that GHA does not warrant or guarantee that the Client's project will comply with interpretations of applicable laws, codes, and regulations as they may be interpreted to the project. Client agrees that GHA shall not be responsible for added project costs, delay damages, or schedule changes arising from unreasonable or unexpected interpretations of the laws, codes, or regulations applied to the project, nor for changes required by the permitting authorities due to changes in the law that became effective after completion of GHA's instruments of service. Client shall compensate GHA for additional fees required to revise the instruments of service to comply with such interpretations. Client shall also compensate GHA for additional fees required to revise the instruments of service if Client changes the project scope after GHA's completes its instruments of service.

8. Utilities and Soils. When the instruments of service include information pertaining to the location of underground utility facilities or soils, such information represents only the opinion of the engineer as to the possible locations. This information may be obtained from visible surface evidence, utility company records or soil borings performed by others, and is not represented to be the exact location or nature of these utilities or soils in the field. Client agrees that GHA may reasonably rely on the accuracy and completeness of information furnished by third parties respecting utilities, underground conditions and soils without performing any independent verification. Contractor is solely responsible for utility locations, their markings in the field and their placement on the plans based on information they provided. Client agrees GHA is not liable for damages resulting from utility conflicts, mistaken utility locates, unfavorable soils, and concealed or unforeseen conditions, including but not limited to added construction costs and/or project delays. If the Client wishes to obtain the services of a contractor to provide test holes and exact utility locations, GHA may incorporate that information into the design and reasonably rely upon it. If not included in the Scope of Basic Services, such work will be compensated as additional services.

9. Opinion of Probable Construction Costs. GHA's Scope of Basic Services may include the preparation of an opinion of probable construction costs. Client acknowledges that GHA has no control over the costs of labor, materials, or equipment, or over the contractor's methods of determining prices, or over competitive bidding or market conditions. Opinions of probable costs, shall be made on the basis of experience and qualifications applied to the project scope contemplated by this Agreement as well as information provided by Client (the accuracy and completeness of which GHA may rely upon), and represent GHA's reasonable judgment. Client accepts that GHA does not guarantee or warrant that proposals, bids, or the actual construction costs will not vary from opinions of probable cost prepared for the Client. GHA shall not be liable for cost differentials between the bid and/or actual costs and GHA's opinion of probable construction costs. Client agrees it shall employ an independent cost estimator if, based on its sole determination, it wants more certainty respecting construction costs.

10. Contractor's Work. Client agrees that GHA does not have control or charge of and is not responsible for construction means, methods, techniques, sequences or procedures, or for site or worker safety measures and programs including enforcement of Federal, State and local safety requirements, in connection with construction work performed by the Client or the Client's construction contractors. GHA is not responsible for the supervision and coordination of Client's construction contractors, subcontractors, materialmen, fabricators, erectors, operators, suppliers, or any of their employees, agents and representatives of such workers, or responsible for any machinery, construction equipment, or tools used and employed by contractors and subcontractors. GHA has no authority or right to stop the work. GHA may not direct or instruct the construction work in any regard. In no event shall GHA be liable for the acts or omissions of Client's construction contractors, subcontractors, materialmen, fabricators, erectors, operators or suppliers, or any persons or entities performing any of the work, or for failure of any of them to carry out their work as called for by the Construction Documents. The Client agrees that the Contractor is solely responsible for jobsite and worker safety and warrants that this intent shall be included in the Client's agreement with all prime contractors. The Client agrees that GHA and GHA's personnel and consultants (if any) shall be defended/indemnified by the Contractor for all claims asserted against GHA which arise out of the Contractor's or its subcontractors' negligence, errors or omissions in the performance of their work, and shall also be named as an additional insured on the Contractor's and subcontractors' general liability insurance policy. Client warrants that this intent shall be included in the Client's agreement with all prime contractors. If the responsible prime contractor's agreement fails to comply with the Client's intent, then the Client agrees to assume the duty to defend and indemnify GHA for claims arising out of the Contractor's or subcontractors' negligence, errors or omissions in the performance of their work.

11. Contractor Submittals. Shop drawing and submittal reviews by GHA shall apply only to the items in the submissions that concern GHA's scope of Basic Services and only for the purpose of assessing if, upon successful incorporation in the project, they are generally consistent with the GHA's Instruments of Service. Client agrees that the Contractor is solely responsible for the submissions and for compliance with the Instruments of Service. Owner agrees that GHA's review and action in relation to the submissions does not constitute the provision of means, methods, techniques, sequencing or procedures of construction or extend to jobsite or worker safety. GHA's consideration of a component does not constitute acceptance of an assembled item.

12. Hazardous Materials. Client agrees that GHA has no responsibility or liability for any hazardous or toxic materials, contaminants or pollutants.

13. Record Drawings. If required by the Scope of Basic Services, record drawings will be prepared which may include unverified information compiled and furnished by others, the accuracy and completeness of which GHA may reasonably rely upon. Client accepts that GHA shall not verify the information provided to it and agrees GHA will not be responsible for any errors or omissions in the record drawings due to incorrect or incomplete information furnished by others to GHA.

14. Disputes. Client agrees to limit GHA's total aggregate liability to the Client for GHA's alleged acts, errors or omissions to \$50,000 or the amount of GHA's paid fees for its services on the project, whichever is greater. GHA's liability to Client shall be limited to twelve months from the last invoice submitted to Client by GHA, regardless of payment by Client. GHA makes no guarantees or warranties, either expressed or implied, including any warranty of habitability or fitness for a particular purpose. The parties agree to waive all claims against the other for any and all consequential damages, including attorneys' fees. The parties agree to waive against each other all rights and claims otherwise covered by property insurance, by builder's risk insurance or by all risk insurance, including but not limited to subrogation rights regardless of whether the claims arise during or post-construction and regardless of final payment to GHA.

All disputes arising out of or relating to this Agreement shall first be negotiated between the parties. If unresolved, the dispute shall be submitted to mediation as a condition precedent to litigation. Mediation shall take place in Chicago, Illinois unless the Client and GHA mutually agree otherwise. The fees and costs of the mediator shall be apportioned equally between the parties. If mediation is unsuccessful, litigation shall be the form of dispute resolution and shall be filed in the jurisdiction where the project was pending. The controlling law shall be the law of the jurisdiction where the project was located. Client agrees that all causes of action under this Agreement shall be deemed to have accrued and all statutory limitations periods shall commence no later than the date of GHA's services being substantially completed. Client agrees that any claim against GHA arising out of this Agreement shall be asserted only against the entity and not against GHA's owners, officers, directors, shareholders, or employees, none of whom shall bear any liability and may not be subject to any claim.

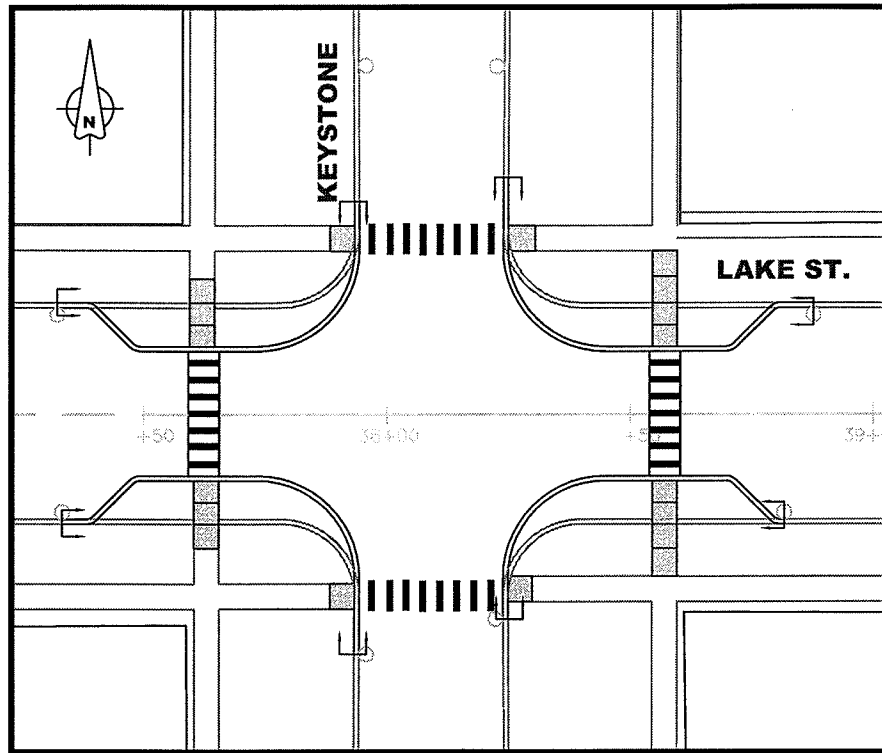
15. Miscellaneous. Either Client or GHA may terminate this Agreement without penalty at any time with or without cause by giving the other party ten (10) calendar days prior written notice. The Client shall, within thirty (30) calendar days of termination pay GHA for all services rendered and all costs incurred up to the date of termination in accordance with compensation provisions of this Agreement. Client shall not assign this Agreement without GHA's prior written consent. There are no third-party beneficiaries to this Agreement.

GHA PROFESSIONAL SERVICES HOURLY RATE GUIDE:
2025

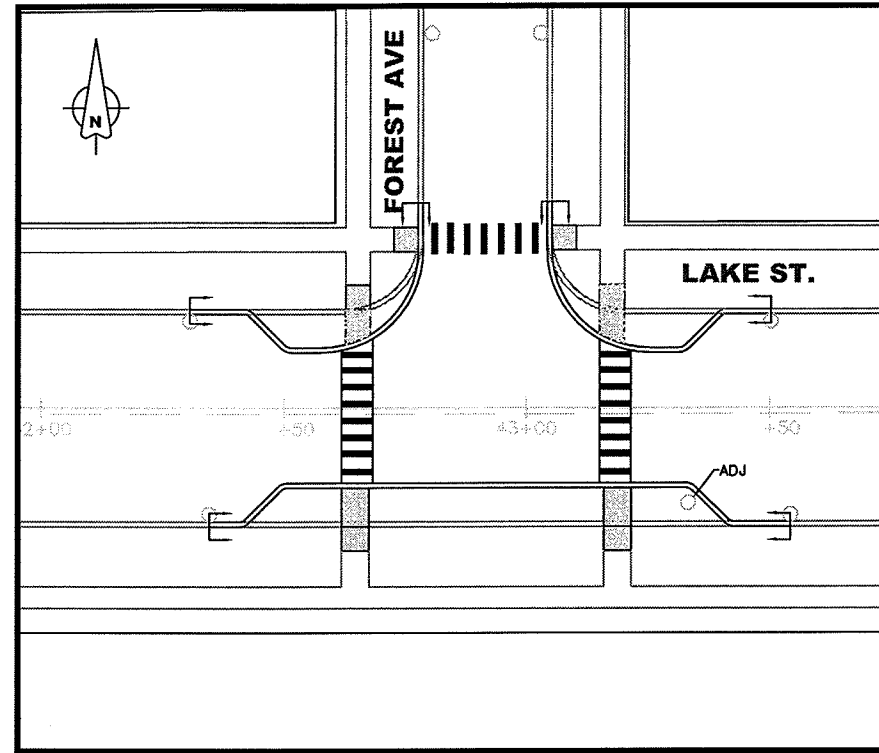
The following rates will remain in effect until December 31, 2025, at which time they are subject to an annual increase:

PRINCIPAL	\$ 270.00	ENGINEER TECHNICIAN V	\$ 205.00
SENIOR PROJECT MANAGER II	\$ 255.00	ENGINEER TECHNICIAN IV	\$ 172.00
SENIOR PROJECT MANAGER I	\$ 225.00	ENGINEER TECHNICIAN III	\$ 155.00
PROJECT MANAGER II	\$ 206.00	ENGINEER TECHNICIAN II	\$ 130.00
PROJECT MANAGER I	\$ 182.00	ENGINEER TECHNICIAN I	\$ 95.00
ENGINEER VI	\$ 215.00	LANDSCAPE ARCHITECT	\$ 185.00
ENGINEER V	\$ 200.00	DATA MANAGER	\$ 165.00
ENGINEER IV	\$ 185.00	DATA TECHNICIAN III	\$ 154.00
ENGINEER III	\$ 175.00	DATA TECHNICIAN II	\$ 137.00
ENGINEER II	\$ 158.00	DATA TECHNICIAN I	\$ 105.00
ENGINEER I	\$ 149.00	ENVIRONMENTAL RESOURCE SPECIALIST IV	\$ 200.00
LAND SURVEYOR IV	\$ 220.00	ENVIRONMENTAL RESOURCE SPECIALIST III	\$ 180.00
LAND SURVEYOR III	\$ 181.00	ENVIRONMENTAL RESOURCE SPECIALIST II	\$ 155.00
LAND SURVEYOR II	\$ 160.00	ENVIRONMENTAL RESOURCE SPECIALIST I	\$ 142.00
LAND SURVEYOR I	\$ 140.00	ADMINISTRATIVE II	\$ 118.00
GIS TECHNICIAN IV	\$ 192.00	ADMINISTRATIVE I	\$ 95.00
GIS TECHNICIAN III	\$ 165.00	ACCOUNTING MANAGER	\$ 200.00
GIS TECHNICIAN II	\$ 135.00	ACCOUNTING II	\$ 144.00
GIS TECHNICIAN I	\$ 115.00	ACCOUNTING I	\$ 135.00
CAD MANAGER	\$230.00		
CAD TECHNICIAN III	\$ 158.00		
CAD TECHNICIAN I	\$ 130.00		
CAD TECHNICIAN I	\$ 105.00		

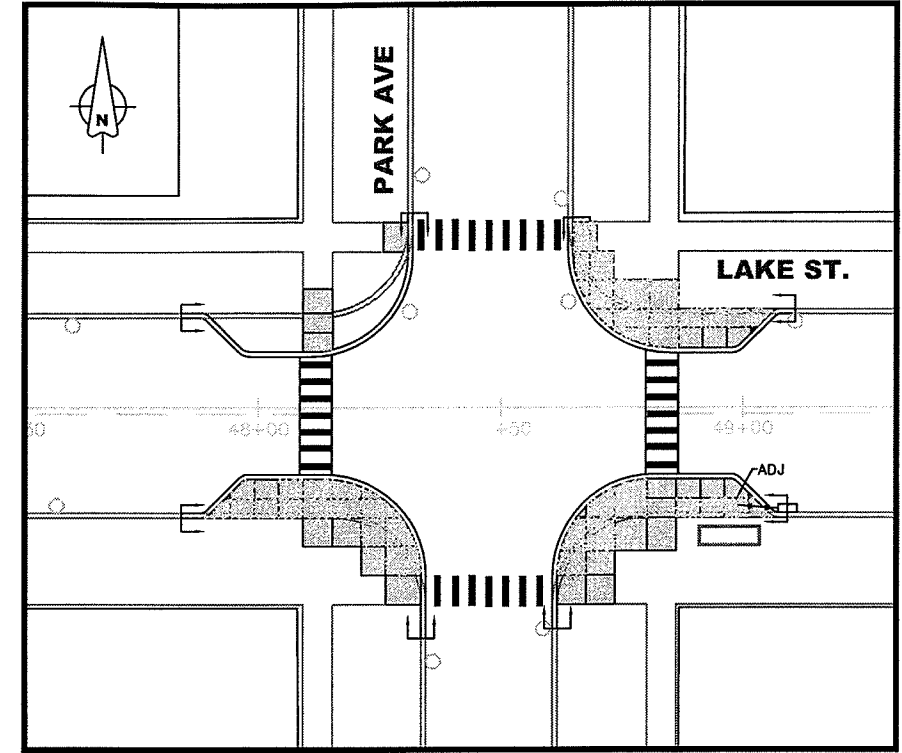
Services provided under this Agreement will be billed according to the rates in effect at the time services are rendered.



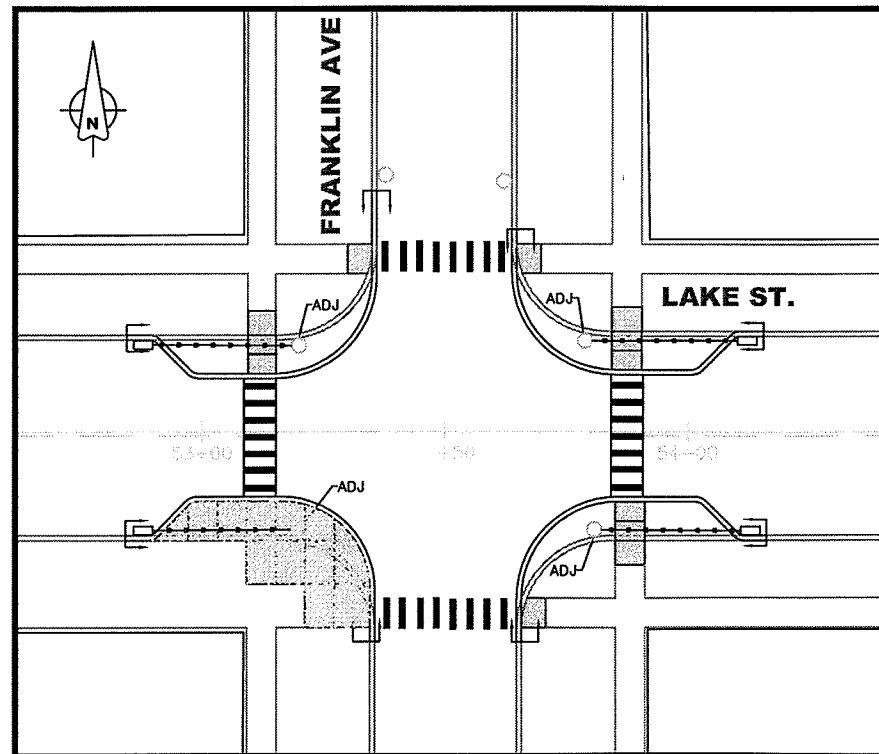
**LAKE & KEYSTONE
INTERSECTION**



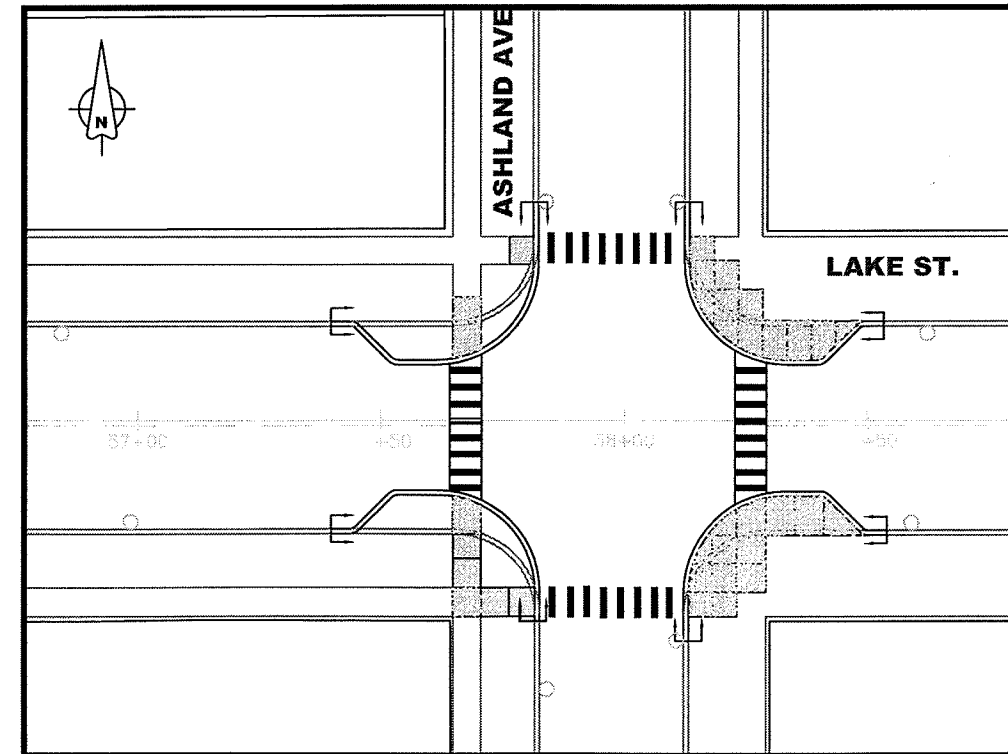
**LAKE & FOREST
INTERSECTION**



**LAKE & PARK
INTERSECTION**



**LAKE & FRANKLIN
INTERSECTION**



**LAKE & ASHLAND
INTERSECTION**

REVISIONS	NO.	DESCRIPTION	DATE

**VILLAGE OF RIVER FOREST
ENGINEERING DEPARTMENT
400 PARK AVE.
RIVER FOREST, IL 60305
(708) 366-8500**



VILLAGE OF RIVER FOREST

LAKE STREET PLANS

DESIGNED: GC
DRAFTED: GC
CHECKED: GWK DATE: 10/04/2009
FILE: D:\GIS Files\2010 Street Improvements\Lake Street Lake Project
DATE: 10/04/2009
SCALE:
SHEET 3 OF 4



RIVER FOREST POLICE DEPARTMENT

400 Park Avenue • River Forest, IL 60305 • 708-366-8500 • Fax 708-366-3702

JAMES O'SHEA
Chief of Police

Village of River Forest

POLICE DEPARTMENT MEMORANDUM

TO: Matthew Walsh-Village Administrator

FROM: James Greenwood – Deputy Chief of Police

DATE: September 24, 2024

SUBJECT: Traffic Crashes at Lake Street and William between 2019-2024YTD

Issue

You requested information regarding traffic crashes at the intersection of Lake Street and William for the past five years. The information regarding traffic crashes was gathered from the Records Management System and is attached to this email in an Excel spreadsheet.

Analysis

Analyzing the data provided, we can see that the intersection of Lake St. and William St. experienced thirteen (13) accidents from 2019 through 2024YTD. These accidents account for 0.555% of the total accidents in River Forest from 2019 to 2024. A significant portion of these accidents, approximately 69% (9 out of 13), were intersection-related and involved vehicles disobeying stop signs. This recurring issue highlights a potential problem with traffic signal compliance at this location, suggesting that enhanced traffic enforcement or improved signage could be beneficial.

Additionally, the data reveals that a notable number of accidents involved bicyclists, accounting for about 15% (2 out of 13) of the incidents. Interestingly, both of these accidents resulted in no injuries, which might indicate that while the intersection poses a risk to cyclists, the outcomes are generally non-fatal. This could be due to lower vehicle speeds or effective use of protective gear like helmets, as noted in the descriptions.

The distribution of accidents across different days of the week shows that Wednesdays and Thursdays are particularly problematic, each accounting for 23% (3 out of 13) of the accidents. This pattern might suggest higher traffic volumes or specific behavioral patterns on these days that contribute to the increased accident rates. Addressing these peak times with targeted traffic enforcement or public awareness campaigns could potentially reduce the frequency of accidents.