



# **VILLAGE OF RIVER FOREST TRAFFIC AND SAFETY COMMISSION MEETING**

Wednesday, May 16, 2018 – 7:30 PM  
Village Hall – Community Room, 400 Park Ave., River Forest, IL

## **AGENDA**

1. Call to Order/Roll Call
2. Public Comment
3. Approval of Minutes from the 9/20/17 and 11/15/17 Traffic and Safety Meetings
4. Request by Todd Aumann at 930 Clinton Place to install stop signs on Clinton Place at its intersection with Iowa Street
5. Adjournment



## VILLAGE OF RIVER FOREST TRAFFIC AND SAFETY COMMISSION MEETING MINUTES

Wednesday, September 20, 2017 – 7:30 PM

A regular meeting of the River Forest Traffic and Safety Commission was held on Wednesday, September 20, 2017 at 7:30 P.M. The meeting was conducted in the Community Room at the River Forest Village Hall, 400 Park Ave. River Forest.

### **Roll Call and Call to Order**

The meeting was called to order at 7:30 PM. Present at this meeting were Chairman Rees, Commissioner Gillis, Commissioner Valenti, Commissioner Osga and Commissioner Jayaraman.

### **Old Business**

Chairman Rees asked for a motion to approve the minutes from the July 19, 2017 meeting. Commissioner Gillis made the motion and Commissioner Valenti seconded the motion. All commissioners present voted to approve the minutes.

### **New Business – Request that consideration be given to convert one parking space in front of the business at 7605 ½ W North Avenue to ADA and to add 2-hr time limit on the remaining 3 spaces.**

Jeffrey Leef is with his wife Teresa McKenzie, MD who is the primary care physician at this location and practice manager Jennifer Stange. Dr. McKenzie bought that building 14 years ago. A large portion of the patients are elderly and a percentage of those have some form of mobility handicap. They currently have four parking spots in front, which are first come first serve. There are vehicles that park all day long. Most likely these are employees from the surrounding businesses like Loyola Urgent Care. Elderly patients end up being dropped off in front while the cars are left double parked on North Ave. Mr. Leef hopes we can turn those four parking spots in front into 2-hr parking. Of those four hopefully one can be a handicap spot. Overall the benefit is getting the patients in and out of the building safely.

Commissioner Gillis shares that the police department did a parking survey on the 7600 block of North Avenue. They monitored it twice a day for a ten day period. Nine of the ten days involved the same vehicles being present all day.

Commissioner Osga believes that parking on North Ave should be for the people who are utilizing the businesses. Not for the employees of the surrounding businesses. He is for a 2-hr slot parking in this area. However, he is against the idea of making one a handicap spot. Parkers who utilize the two hour spots can't use the handicap spot. Essentially what we would do is shrink four spots to three, this is a really bad idea to do on North Ave. He is almost positive that if they make all four spots 2-hr parking it will eliminate the problem. They should start with 4 spots at 2-hr parking for everyone. If down the road they find the need for the handicap spot it can be added in the future.

Commissioner Osga made the motion, seconded by Commissioner Gillis to create four spaces at a two hour time slot per space on North Avenue without the addition of an ADA spot.

The vote was 5 to 5 in favor of approving the request. **The motion to approve the request passed.**

### **Staff Update**

The letter sent out to Loyola Urgent Care concerning their employees parking on the 1500 block of Ashland seems to have worked. Without having to put up restrictions and restrict the residents that live on that block.

Jeff Loster, Village Engineer was in contact with IDOT in regards to pedestrian safety at the intersection of Lake Street and Keystone. The only options per IDOT include striping and the standard green diamond crosswalk signage. Crosswalk signage with a flashing beacon and permanently-mounted "Stop Here for Pedestrians" sign within the pavement are not allowed at this location. The Village would take care of the striping and IDOT would install the signage they find appropriate.

Commissioner Gillis states if IDOT allows the installation of double signs we could place one on the north east corner of Keystone, and the other on the south west corner. People on both sides will see a respective sign.

Commissioner Valenti made the motion, seconded by Commissioner Osga to improve the existing crosswalk striping. In addition request for IDOT to erect crosswalk double sided signage and advanced signage on Keystone and Lake.

The vote was 5 to 5 in favor of approving the request. **The motion to approve the request passed.**

Village Engineer Loster touched base with the consultant about creating bike lanes along Chicago Avenue. Per the consultant it cannot be done, there isn't sufficient width. The standard lane width for just a vehicle is 12 feet wide. Standard dedicated bike lane is 4 feet wide. Now we have a 7 or 8 foot parking lane, the two traveling lanes for vehicles are eleven and a quarter. We technically don't have enough room for vehicles to be adding a shared lane for bikes.

In addition, Village Engineer Loster was also in contact with IDOT about the timing of the light signal at Chicago and Harlem. The response was that something is wrong with the detector on the east side over in Oak Park. They seem to think that the detector might not be picking up right turns across the street. Therefore giving us a shorter green on our side. IDOT believes that might help when that is fixed. Then they will reanalyze the situation and make adjustments at that time.

Commissioner Valenti asks if the board did anything about the recommendations made for Chicago and Bonnie Brae. Village Engineer Loster responds that the board approved all the bump outs that were recommended. The striping to not block the intersection on Bonnie Brae was rejected.

A motion was made and seconded to adjourn the meeting at 8:40 P.M. All commissioners voted in favor of the motion. **Motion passed.**

Respectfully Submitted:

*Signature Line*

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Jeff Loster, Secretary

*Signature Line*

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Doug Rees, Chairman  
Traffic & Safety Commission

Date: -----

DRAFT



## VILLAGE OF RIVER FOREST TRAFFIC AND SAFETY COMMISSION MEETING MINUTES

Wednesday, November 15 – 7:30 PM

A regular meeting of the River Forest Traffic and Safety Commission was held on Wednesday, November 15, 2017 at 7:30 P.M. The meeting was conducted in the Community Room at the River Forest Village Hall, 400 Park Ave. River Forest.

### **Roll Call and Call to Order**

The meeting was called to order at 7:30 PM. Present at this meeting were Chairman Rees, Commissioner Gillis, Commissioner Valenti, Commissioner Cleary, Commissioner Osga, Commissioner Jayaraman, and Commissioner Wade.

### **New Business – Request to install seasonal speed bumps (or other measures) to improve safety on the 100 block of Keystone Avenue.**

Chairman Rees informs that the Village engaged Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) to do some counts and measure speed at the 100 block of Keystone. The consultants went out there at different times to identify both the median speed as well as the 85<sup>th</sup> percentile. They concluded with respect to the amount of traffic as well as the speed that it did not justify extraordinary traffic calming measures.

Stewart Weiner at 138 Keystone started the petition to get some type of traffic calming measure. Currently they have close to 30 kids, a lot of them walk to school and to the nearby park. There have been a lot of close calls with kids and vehicles. Mr. Weiner explains kids are kids and they are not going to walk all the way to the corner to get across the street. As parents they are doing the best to monitor them, but there have been some close calls. Mr. Weiner believes it's the traffic coming down Madison Street cutting through to Lake Street. They seem to be avoiding the traffic going down Madison. Vehicles take Keystone all the way to Lake and speed down since there are no stop signs.

Commissioner Jayaraman lives on the intersection of Vine and Keystone. He believes most cars will slow down if you have a speeding trailer with a big neon sign stating the speed limit is 25 mph. The second time the consultants turned off the sign, but kept the speeding trailer blocking half the street. Even if speeding cars went by, they are forced to slow down to get by. Commissioner Jayaraman contemplates the data might be skewed based on the way it was collected.

Matt Heffner lives at 135 Keystone he moved to the block a year and a half ago. He has a 10 year old and a 7 year old. His block is one of the most populated with children. They have instances where cars are driving by at 40 mph. The biggest worry for them at this time is that one kid who won't look both ways and is hit by a speeding vehicle. Mr. Heffner believes all it will take to slow the traffic down is one stop sign.

Chairman Rees lives nearby on the 300 block Gale Avenue. Recently there was a manhole cover that needed fixing with a saw horse over it. It had the effect of slowing traffic down. Personally he does not favor a stop sign at Vine and Keystone. He wonders if there is some other type of device that can be used to slow traffic. The Village has never used speed bumps and feels there is a lot of resistance to use them. If they consider a stop sign he would have it on Vine not on Keystone. For the purpose of clarifying who has the right of way at Vine and Keystone.

Unidentified Resident lives on the first block of Keystone, he strongly believes there needs to be a stop sign on the corner of Vine and Keystone. He is amazed at how people speed through that intersection. He recalls an accident that happened about two years ago where a car was bounced off to his neighbor's lawn. It's not only a danger to motorists, but to people and kids out walking. Jeff Loster, Village Engineer shares the data collected from the police department. There have been seven vehicular accidents since 2014. All seven of those accidents have been within the last five years. The most recent accident being in May of 2017.

Commissioner Jayaraman would first go with the stop sign going north south on Keystone, second would be a 4-way stop sign. The numbers of the consultant don't support a stop sign, but they know that street has a lot of kids. He believes they have a certain responsibility to those kids. Renee Sichlau lives at 130 Keystone. While a stop sign might help to a certain degree, she knows that at Washington Blvd traveling east west people do not stop. At that busy intersection people ignore and blow through the stop sign all of the time therefore, Mrs. Sichlau feels something else needs to be done to slow the vehicles down.

Commissioner Gillis asks Village Engineer Loster if there are signs that caution drivers of children playing outside.

Village Engineer Loster replies that there are signs available depending on what you are trying to say. There are standard sizes and colors for those signs.

Matt Hefner expresses they do not care what tool is used to slow traffic. He considers a stop sign would be more efficient than a "Caution Children Playing" sign. If they run through a stop sign, there could be a fine as opposed to a sign cautioning about children at play. He thinks the warning sign about the children playing is fantastic and questions why they can't have both.

Village Engineer Loster adds if they are looking for a periodic temporary enforcement effort, perhaps a radar trailer can be used. That is something the police department has, they do a rotation where the trailer is moved from location to location. He is unsure of how frequently they would be able to add it to this specific location. On Park Avenue and Greenfield Street there is a flashing beacon that seems to be popular, but from a staffing perspective they need to look at budgets and placements. The Village also doesn't want flashing lights all over town.

Commissioner Jayaraman made the motion, seconded by Commissioner Wade to put a 2-way Stop sign at the intersection of Vine Street and Keystone Avenue stopping the north south traffic.

The vote was 6 to 1 in favor of approving the request. **The motion to approve the request passed.**

#### **New Business – Request to enhance the safety measures for pedestrians at the intersection of Oak Avenue and Franklin Avenue.**

Steve Lefko lives at 719 Thatcher, he travels with his daughters who attend Roosevelt Middle School and Lincoln Elementary School. They travel by this intersection on a daily basis and have seen some close calls on the north side of Oak and Franklin. He became concerned and has spoken to the school and a River Forest Police Officer. They have agreed that this intersection has no traffic safety for children crossing Oak Street. Advises if safety truly is the number one priority of the Village, it's better to be safer than sorry. Mr. Lefko's belief is that there is confusion on that intersection. Most of the close calls he has witnessed are where someone stops to waive kids to cross. Someone from the opposite direction doesn't see this and blows through the intersection. He thinks the crosswalk is excellent because you can see it from a distance. Considers traffic needs to be controlled by adding a crossing guard, a stop sign or some portable signage.

Commissioner Osga thinks that what was done at the corner of Franklin and Linden has worked out well. They have the stop signs north and south, but on each side going east and west there is sign of "Stop for Pedestrians". Consequently making it a 4-way stop intersection. He suggests doing the same at this intersection would work out as well.

Commissioner Osga made the motion, seconded by Commissioner Wade to add four way ladder striping and add signs "Stop for Pedestrians" east west on both Franklin Avenue and Ashland Avenue.

The vote was 7 to 0 in favor of approving the request. **The motion to approve the request passed.**

Mr. Lefko adds that this corner is so congested with kids from both Roosevelt Middle School and Lincoln Elementary. You would think that motorists would give these kids the right of way, but it does not happen. As a result he would like the Village to convey to the school it's recommended to add a crossing guard. Previously they were told the School needs a recommendation from the Village Board to consider adding one.

Commissioner Osga believes that the numbers are not strong in the data to add a crossing guard at this intersection. Since he has been part of this commission he does not recall ever making recommendations to schools about adding crossing guards. Schools typically add them when they see fit. This is the first time he has heard schools need the Village to suggest to them to do so.

**New Business – Parking on the 7900 block of Division Street.**

Commissioner Gillis addresses someone noticed a No Parking sign was missing on the 7900 block of Division. He drove by and noticed that the sign has been installed.

Commissioner Gillis made the motion, seconded by Chairman Rees that "No Parking from here to Corner" be installed at the western limit of existing parking lane.

A motion was made and seconded to adjourn the meeting at 9:16 P.M. All commissioners voted in favor of the motion. Motion passed.

Respectfully Submitted:

*Signature Line*

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Jeff Loster, Secretary

*Signature Line*

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Doug Rees, Chairman  
Traffic & Safety Commission

Date: -----

## Jeff Loster

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**From:** Todd Aumann [REDACTED]  
**Sent:** Monday, March 05, 2018 4:36 PM  
**To:** Jeff Loster  
**Subject:** Re: uncontrolled intersection @ Iowa/Clinton Pl

Hi Jeff,

Consider this email my written request.

\*\*\*

**Background:** As a new resident at 930 Clinton Place, each round trip from my house requires me to navigate at least two uncontrolled intersections. I knew this was the case when we bought our house, and I hoped it would not be a big issue. I was wrong.

Specific to the intersection of Clinton Pl and Iowa, my wife and I each have had at least 10 instances where the one direction of traffic, be it vehicle or bicycle, drove through that intersection without slowing at all. Adding to the problem, the mature trees in the verge/parkway are large enough to significantly reduce visibility when looking for oncoming traffic. The only way to accurately verify a car, bike, or pedestrian is present is to stop. At this point, we navigate though this uncontrolled intersection, in particular, as if it is a 4-way stop.

**Request:** change the intersection of Iowa and Clinton Pl and place stop signs to force north/south traffic on Clinton to stop (i.e. 2-way stop on Clinton Pl).

\*\*\*

Regarding the survey, will it be acceptable for me to create an identical version of this survey online and ask residents to submit their responses using that form? I will go door-to-door to discuss the proposal, but for those who are not home, I want to leave information with each house directing them to the online survey. I trust getting signatures in this manner will be accepted.

Thanks,

- Todd



Timestamp	Full Name	Address	Date	I support changing the intersection of Clinton Pl and Iowa St to improve safety		
3/8/2018 14:59:03	Todd aumann	930 Clinton place	3/8/2018	Yes		
3/13/2018 12:08:33	Susan Lucci	947 Clinton place	3/13/2018	Yes		
3/13/2018 13:11:15	Annette Gard	946 Clinton Place	3/13/2018	Yes		
3/13/2018 13:12:46	Daniel L Gard	946 Clinton Place. River F	3/13/2018	Yes		
3/13/2018 13:14:23	Hannah Gard	946 Clinton Place. River F	3/13/2018	Yes		
3/14/2018 16:19:44	Paula Kluth	930 Clinton Place	3/14/2018	Yes		
3/14/2018 16:28:05	Mary G. Japlon	934 Clinton Place	3/14/2018	Yes		
3/14/2018 17:40:38	Howard Japlon	934 Clinton Place	3/14/2018	Yes		
3/15/2018 18:20:50	Michael Grant	811 Clinton place	3/15/2018	Yes		
3/15/2018 18:21:35	Dana Grant	811 Clinton pl	3/15/2018	Yes		
3/15/2018 18:22:03	Deacon Grant	811 Clinton pl	3/15/2018	Yes		
3/15/2018 18:22:26	Harlan Grant	811 Clinton pl	3/15/2018	Yes		

There are many several to submit your support!

1. Enter the information below, and drop the paper in our mail slot at 930 Clinton Pl. Be sure to include everyone's name in your house who agrees with the change.
2. Send an email to [todd.aumann@gmail.com](mailto:todd.aumann@gmail.com), and I will send you a link to a Google form that you can complete (collecting the same info).
3. Scan the QR code below with your smartphone, and you will be directed to the Google form.



Please share this with others – thank you!

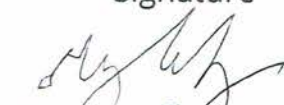

Name	Address	Date	Signature
1. Kim & Mike Trucco	935 Clinton Pl.	3/19/18	Kim &
2.	River Forest.		Mike
3.			Trucco
4.			
5.			

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Please share this with others – thank you!

Name	Address	Date	Signature
1. Meghan Mulcahy	826 Clinton Pl	3/14/18	
2. Brian Sardon	826 Clinton Pl	3/14/18	
3. Maci Sardon			
4. Malia Sardon			
5. Bennett Sardon			
6. Owen Sardon			

*Minor* {

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3. Scan the QR code below with your smartphone, and you will be directed to the Google form.



Please share this with others - thank you!


Name	Address	Date	Signature
1. Ellen Cope	909 Clinton	3-14-18	Ellen Cope
2. William Grestham	909 Clinton	3-14-18	William Grestham
3.			
4.			
5.			

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Please share this with others - thank you!

Name	Address	Date	Signature
1. FRED Gundrum	915 Clinton	3/15/18	
2. Nora Gundrum	915 Clinton	3/15/18	Nora G
3. Maeve Gundrum	915 Clinton	3/15/18	MAEVE
4. NATE Gundrum	915 Clinton	3/15/18	Nate Gundrum
5. Kelly O'Keefe	915 Clinton	3/15/18	Kelly O'Keefe



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Please share this with others - thank you!

Name	Address	Date	Signature
1. Mary L Berg	908 Clinton Pl.	3/13/18	Mary L Berg
2. Robert F Berg	908 Clinton Pl.	3/13/18	Robert F Berg
3.			
4.			
5.			

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3. Scan the QR code below with your smartphone, and you will be directed to the Google form.



Please share this with others – thank you!

Name	Address	Date	Signature
1. Mary J. Herseth	829 Clinton Pl.	3/20/18	Mary J. Herseth
2. Stephen S. Herseth	829 Clinton Pl	3/26/18	Stephen S. Herseth
3.			
4.			
5.			

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3. Scan the QR code below with your smartphone, and you will be directed to the Google form.



Please share this with others - thank you!

	Name	Address	Date	Signature
1.	PATRICIA MCCARTHY	810 CLINTON PL, RF	3-22-18	Patricia McCarthy
2.	RICHARD PEACH	810 CLINTON PL, RF	3-22-18	Richard Peach
3.				
4.				
5.				



There are many several to submit your support! You can do any of the following:

1. Enter the information below, and drop the paper in our mail slot at 930 Clinton Place. Be sure to include everyone's name in your house who agrees with the change.
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3. Scan the QR code below with your smartphone, and you will be directed to the Google form.



Please share this with others - thank you!

Name	Address	Date	Signature
1. ASHBY MIMS	903 Bonnie Brae	3/18/18	Ashby Mims
2. John Mims	903 Bonnie Brae	3/18/18	[Signature]
3.			
4.			
5.			

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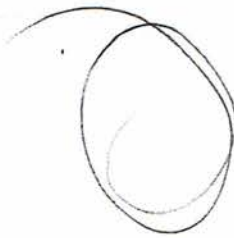


Please share this with others - thank you!

Name	Address	Date	Signature
1. Kimberly Briggs	941 Clinton Pl	3/13	Kimberly Briggs
2. Elham Briggs	941 Clinton Pl	3/13	Elham Briggs
3. Sadie Briggs	941 Clinton Place	3/18	Sadie Briggs
4. Derck Briggs	941 Clinton Pl	3/18	Derck Briggs
5.			

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3. Scan the QR code below with your smartphone, and you will be directed to the Google form.



Please share this with others - thank you!

Name	Address	Date	Signature
1. Maryann Mills	919 Clinton Pl.	4/10	Maryann Mills
2. [Signature]	919 Clinton Place	4-18-18	[Signature]
3. David Mills	919 Clinton Place		[Signature]
4. Michael Mills	919 Clinton Pl.		[Signature]
5. Marisa Mills	919 Clinton Pl	4/26	Marisa Mills

D

MEMORANDUM TO: Jeff Loster, PE, CFM, CPESC  
Village Engineer  
Village of River Forest

FROM: Brendan S. May  
Consultant

Luay R. Aboona, PE, PTOE  
Principal

DATE: May 14, 2018

SUBJECT: Traffic Evaluation  
Iowa Street with Clinton Place  
River Forest, Illinois

This memorandum summarizes the results of a traffic evaluation conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the intersection of Iowa Street with Clinton Place in River Forest, Illinois. The purpose of this study was to examine the existing intersection characteristics and evaluate the existing traffic conditions to determine if any intersection modifications are required to improve safety of vehicles, bicycles and pedestrians traversing the intersection.

### Existing Roadway Characteristics

Iowa Street is an east-west local roadway that is under the jurisdiction of the Village of River Forest. Iowa Street extends from Thatcher Avenue east to Harlem Avenue, provides one through lane in each direction with parking generally permitted on both sides of the roadway.

Clinton Place is a north-south local roadway that is under the jurisdiction of the Village of River Forest. Clinton Street extends from Augusta Street south to Holly Court, provides one through lane in each direction with parking generally permitted on both sides of the roadway. However, north of Iowa Street, parking is restricted to resident parking only between 8:00 AM and 8:00 PM Monday through Friday.

At the intersection of Iowa Street with Clinton Place, all four approaches provide a shared left/through/right-turn. No traffic control or crosswalks are provided at this intersection. It is important to note that Roosevelt Middle School is located approximately 2,000 feet to the southwest of the subject intersection. Furthermore, the intersections of Iowa Street with Jackson Avenue, Monroe Avenue and William Street also do not provide any traffic control or crosswalks. Additionally, at the intersection of Iowa Street with Bonnie Brae, the Iowa Street approaches are under stop-sign control.

**Figure 1** shows an aerial view of the intersection of Iowa Street with Clinton Place. Photos of the intersection of Iowa Street with Clinton Place are provided in **Figure 2** through **5**. All figures and tables mentioned in this study will be included in the Appendix.



## Right-of-Way at Intersections Criteria

The Manual on Uniform Traffic Control Devices (MUTCD) provides guidelines for establishing right-of-way at intersection in Chapter 2B of the manual. The MUTCD criteria states that the use of yield or stop signs should be considered at the intersection of two minor streets or local roads where the intersection has more than three approaches and where one or more of the following conditions exist:

- A. The combined vehicular, bicycle, and pedestrian volume entering the intersection from all approaches averages more than 2,000 units per day.
- B. The ability to see conflicting traffic on an approach is not sufficient to allow a road user to stop or yield in compliance with the normal right-of-way rule if such stopping or yielding is necessary.
- C. Crash records indicate that five or more crashes that involve the failure to yield the right-of-way at the intersection under the normal right-of-way rule have been reported within a 3-year period, or that three or more such crashes have been reported within a 2-year period.

These guidelines were utilized to determine if yield or stop signs are required at the intersection of Iowa Street with Clinton Place.

## Existing Traffic Volumes

To determine the existing traffic, pedestrian and bicycle volumes that traverse the intersection of Iowa Street with Clinton Place, KLOA, Inc. conducted 12-hour counts on two consecutive weekdays utilizing Miovision Scout Video Collection Units. The counts were conducted on Tuesday, May 1, 2018 and on Wednesday, May 2, 2018. The results of the traffic counts are summarized in **Tables 1 and 2**, respectively. The results of the pedestrian counts are summarized in **Table 3 and 4**, respectively. It should be noted that on the days that the traffic counts were conducted, both days were normal school days for River Forest Public School District 90. Furthermore, the weather on Tuesday was 86 degrees and sunny and the weather on Wednesday was 87 degrees and partly cloudy with precipitation occurring after 7:00 P.M.

The results of the count data indicate that the intersection carries a low volume of traffic (peak of 80 movements occurring at 3:00 P.M. on Tuesday, May 1, 2018) with an average of 45 and 47 hourly movements on Tuesday, May 1 and on Wednesday May 2, respectively. Similarly, the number of pedestrians that cross the intersection is low with a peak of 15 pedestrians on Tuesday, May 1 at 9:00 AM and 17 pedestrians on Wednesday, May 2 at 2:00 P.M.

Conservatively assuming the average hourly vehicle, bicycle and pedestrian volumes occur for all 24-hours of the day, the intersection of Iowa Street with Clinton Place has an average of 1,300 units per day entering from all approaches. This unit total is less than the 2,000 units needed to warrant traffic control based on the MUTCD.

## Sight Distance

The intersection of Iowa Street with Clinton Place is a four legged, 90-degree intersection, with residential homes in all four corners. A sight triangle evaluation assuming the Village wide speed limit of 25 miles per hour indicated that unobstructed sight lines are provided in all directions. However, sight triangle calculations based on a design speed of 30 miles per hour (speed limit plus five miles per hour) indicated that sight lines are obstructed by residential homes in all four quadrants of the intersection. This results in limited sight distance for vehicles traveling in all directions. As such, consideration should be given to providing traffic control at the intersection of Iowa Street with Clinton Place. **Figure 6** illustrates the sight triangle evaluation.

## Crash Data

KLOA, Inc. obtained crash data from the Village of River Forest for a total of 15 years (2002 to 2017) for the intersection of Iowa Street with Clinton Place. A review of the crash data indicated that this intersection only experienced four crashes between 2002 and 2017 with one crash occurring each in year 2004, 2006, 2007 and 2016. As such, this intersection does not meet the crash warrant as the intersection did not experience five or more crashes within a three-year period or three or more crashes within a two-year period.

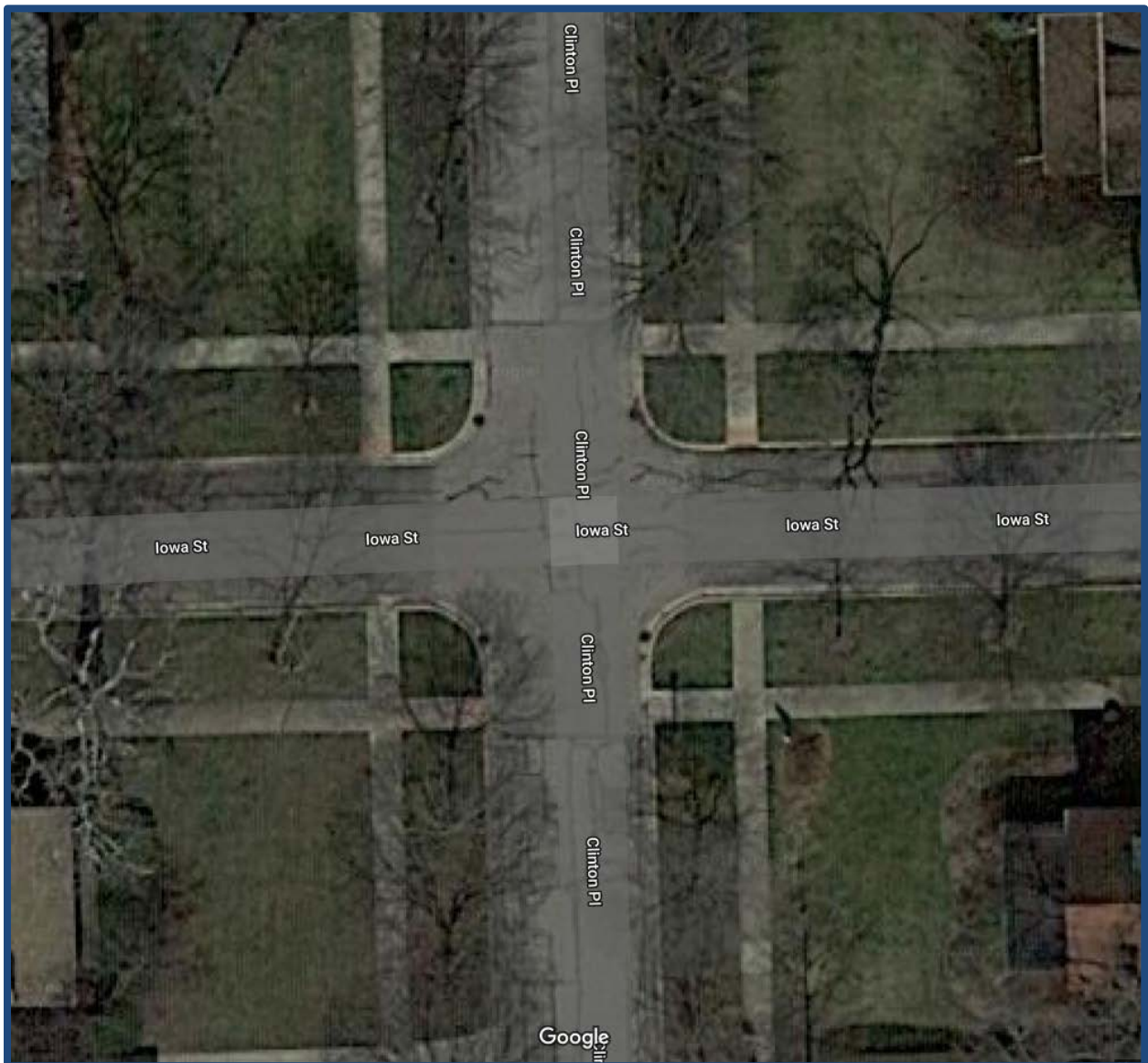
## Conclusions and Recommendations

Based on the intersection evaluation conducted by KLOA, Inc. for the intersection of Iowa Street with Clinton Place yield or stop sign control is not warranted based on the existing traffic, bicycle and pedestrian volumes as well as the crash data for the past 15 years per the MUTCD. However, as can be seen from the sight triangle evaluation, sightlines are obstructed by residential homes in all four corners of the intersection based on a design speed of 30 miles per hour. As such, consideration should be given to providing traffic control at the intersection of Iowa Street with Clinton Place. It is recommended that the northbound and southbound (Clinton Place) approaches be under stop-sign control based on the following:

- The average hourly traffic volumes are approximately the same in the east/west and north/south directions.
- The average hourly pedestrian volumes are approximately the same in the east/west and north/south directions.
- The intersection of Iowa Street with Bonnie Brae (located approximately 450 feet to the east of Clinton place) provides two-way stop sign control in the east/west direction. In order to provide efficient traffic flow, it is recommended that two-way traffic control alternate intersection to intersection.

Additionally, it should be noted that any improvements to pedestrian crossing facilities will be evaluated in the Safe Walking Routes to School study currently being conducted by KLOA, Inc. for the Village of River Forest.

# Appendix



**Aerial View of Study Intersection**

**Figure 1**





**Intersection of Iowa Street with Clinton Place Looking Southwest**

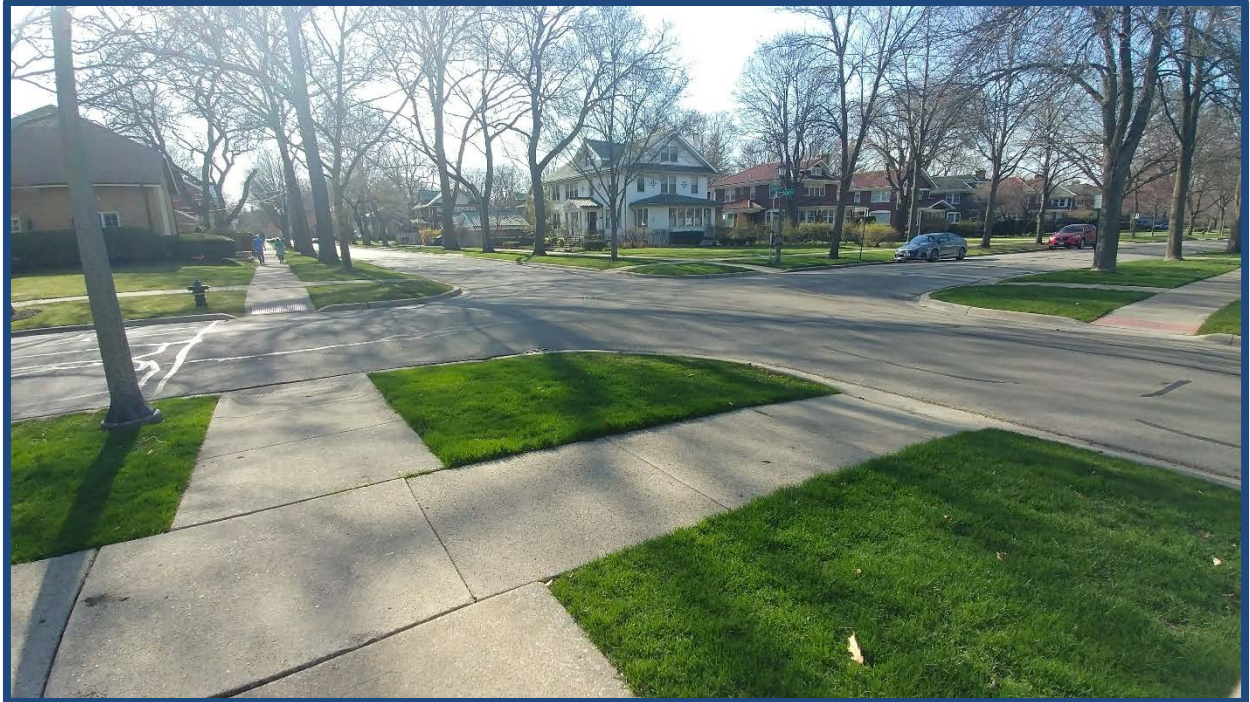
**Figure 2**



**Intersection of Iowa Street with Clinton Place Looking Southeast**

**Figure 3**





**Intersection of Iowa Street with Clinton Place Looking Northwest**

**Figure 4**



**Intersection of Iowa Street with Clinton Place Looking Northeast**

**Figure 5**

Table 1

TUESDAY, MAY 1<sup>st</sup>, 2018 – HOURLY COUNT SUMMARY - VEHICLES

Time	Eastbound				Westbound				Northbound				Southbound				Grand Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	1	19	1	<b>21</b>	0	3	3	<b>6</b>	2	9	0	<b>11</b>	5	7	3	<b>15</b>	<b>53</b>
8:00 AM	2	12	0	<b>14</b>	3	2	2	<b>7</b>	3	6	0	<b>9</b>	1	4	3	<b>8</b>	<b>38</b>
9:00 AM	0	4	0	<b>4</b>	1	1	1	<b>3</b>	2	10	2	<b>14</b>	1	5	0	<b>6</b>	<b>27</b>
10:00 AM	1	6	0	<b>7</b>	1	1	1	<b>3</b>	3	10	0	<b>13</b>	2	6	0	<b>8</b>	<b>31</b>
11:00 AM	2	7	1	<b>10</b>	0	5	1	<b>6</b>	3	10	1	<b>14</b>	2	5	4	<b>11</b>	<b>41</b>
12:00 PM	2	8	0	<b>10</b>	0	4	4	<b>8</b>	0	6	3	<b>9</b>	2	7	4	<b>13</b>	<b>40</b>
1:00 PM	4	5	1	<b>10</b>	1	7	1	<b>9</b>	0	10	0	<b>10</b>	0	6	3	<b>9</b>	<b>38</b>
2:00 PM	0	3	2	<b>5</b>	0	4	0	<b>4</b>	0	4	1	<b>5</b>	0	4	3	<b>7</b>	<b>21</b>
3:00 PM	2	14	1	<b>17</b>	3	23	1	<b>27</b>	4	12	2	<b>18</b>	0	15	3	<b>18</b>	<b>80</b>
4:00 PM	0	7	0	<b>7</b>	0	10	2	<b>12</b>	0	13	3	<b>16</b>	0	8	4	<b>12</b>	<b>47</b>
5:00 PM	3	11	4	<b>18</b>	0	9	1	<b>10</b>	3	14	4	<b>21</b>	5	14	1	<b>20</b>	<b>69</b>
6:00 PM	1	18	1	<b>20</b>	1	11	0	<b>12</b>	4	14	0	<b>18</b>	0	3	1	<b>4</b>	<b>54</b>
<b>Total</b>	<b>18</b>	<b>114</b>	<b>11</b>	<b>143</b>	<b>10</b>	<b>80</b>	<b>17</b>	<b>107</b>	<b>24</b>	<b>118</b>	<b>16</b>	<b>158</b>	<b>18</b>	<b>84</b>	<b>29</b>	<b>131</b>	<b>539</b>

Table 2

WEDNESDAY, MAY 2<sup>nd</sup>, 2018 – HOURLY COUNT SUMMARY - VEHICLES

Time	Eastbound				Westbound				Northbound				Southbound				Grand Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	13	0	<b>13</b>	1	17	3	<b>21</b>	2	13	1	<b>16</b>	4	4	3	<b>11</b>	<b>61</b>
8:00 AM	1	11	0	<b>12</b>	3	18	0	<b>21</b>	6	14	2	<b>22</b>	1	7	3	<b>11</b>	<b>66</b>
9:00 AM	4	4	0	<b>8</b>	1	3	0	<b>4</b>	2	3	0	<b>5</b>	0	7	2	<b>9</b>	<b>26</b>
10:00 AM	0	8	1	<b>9</b>	2	5	0	<b>7</b>	1	3	0	<b>4</b>	3	8	4	<b>15</b>	<b>35</b>
11:00 AM	1	6	1	<b>8</b>	2	9	2	<b>13</b>	2	6	0	<b>8</b>	1	8	0	<b>9</b>	<b>38</b>
12:00 PM	2	11	2	<b>15</b>	0	7	1	<b>8</b>	0	8	1	<b>9</b>	0	7	1	<b>8</b>	<b>40</b>
1:00 PM	3	6	0	<b>9</b>	0	10	1	<b>11</b>	2	5	3	<b>10</b>	2	9	0	<b>11</b>	<b>41</b>
2:00 PM	4	9	1	<b>14</b>	0	3	1	<b>4</b>	0	6	1	<b>7</b>	2	3	0	<b>5</b>	<b>30</b>
3:00 PM	3	10	2	<b>15</b>	1	7	0	<b>8</b>	3	16	0	<b>19</b>	1	9	3	<b>13</b>	<b>55</b>
4:00 PM	2	17	7	<b>26</b>	0	10	0	<b>10</b>	5	6	0	<b>11</b>	3	11	2	<b>16</b>	<b>63</b>
5:00 PM	3	11	1	<b>15</b>	1	11	0	<b>12</b>	0	14	2	<b>16</b>	2	8	2	<b>12</b>	<b>55</b>
6:00 PM	3	11	2	<b>16</b>	0	15	0	<b>15</b>	1	7	0	<b>8</b>	1	9	1	<b>11</b>	<b>50</b>
<b>Total</b>	<b>26</b>	<b>117</b>	<b>17</b>	<b>160</b>	<b>11</b>	<b>115</b>	<b>8</b>	<b>134</b>	<b>24</b>	<b>101</b>	<b>10</b>	<b>135</b>	<b>20</b>	<b>90</b>	<b>21</b>	<b>131</b>	<b>560</b>



Table 3

TUESDAY, MAY 1<sup>st</sup>, 2018 – HOURLY COUNT SUMMARY - PEDESTRIANS

Time	West Leg	East Leg	South Leg	North Leg	Grand Total
7:00 AM	2	2	1	3	8
8:00 AM	2	5	0	5	12
9:00 AM	4	2	5	4	15
10:00 AM	2	0	3	2	7
11:00 AM	2	2	2	1	7
12:00 PM	2	1	1	5	9
1:00 PM	2	1	4	2	9
2:00 PM	1	5	2	0	8
3:00 PM	0	1	3	0	4
4:00 PM	4	0	2	1	7
5:00 PM	6	3	3	1	13
6:00 PM	4	3	2	5	14
<b>Total</b>	<b>31</b>	<b>25</b>	<b>28</b>	<b>29</b>	<b>113</b>

Table 4

WEDNESDAY, MAY 2<sup>nd</sup>, 2018 – HOURLY COUNT SUMMARY - PEDESTRIANS

Time	West Leg	East Leg	South Leg	North Leg	Grand Total
7:00 AM	0	2	1	2	5
8:00 AM	1	0	1	3	5
9:00 AM	0	0	1	4	5
10:00 AM	0	2	1	3	6
11:00 AM	1	0	0	0	1
12:00 PM	1	1	1	3	6
1:00 PM	0	3	4	1	8
2:00 PM	4	8	3	2	17
3:00 PM	2	1	2	1	6
4:00 PM	0	1	1	1	3
5:00 PM	2	2	2	0	6
6:00 PM	3	2	1	2	8
<b>Total</b>	<b>14</b>	<b>22</b>	<b>18</b>	<b>22</b>	<b>76</b>



Sight Triangle Evaluation

Figure 6



# River Forest Police

## Incident List Report (By Intersection)

Date Run: 4/23/2018  
Time Run: 11:31:09  
Page 1 of 1

Date Range: 4/23/2002 To 4/23/2018

Incident Location	Incident RD Number	Incident Date - Time	Dispo UCR - Description	Complainant Name	Beat/MRA	Service Code	Dispo Star
IOWA & CLINTON	02-006145	06/27/02 19:27	9209 - Stray Dog	LEAVING AREA	1182/0411	B	172
IOWA & CLINTON	02-006712	07/12/02 03:18	9022 - Premise Check (on view)		1182/0411	M	130
IOWA & CLINTON	02-008402	08/21/02 21:15	9100 - INVESTIGATION QUASI-CRIMINAL	SITTING THERE	1182/0411	M	142
IOWA & CLINTON	02-008572	08/26/02 07:16	9124 - Check Conditions	frytag,fred	1182/0411	M	178
IOWA & CLINTON	02-009640	09/22/02 02:49	9103 - Suspicious Person	JENKINS, JAMES	1182/0411	M	132
IOWA & CLINTON	02-009858	09/28/02 02:29	2410 - Driving Under the Infl. Alcohol	SGT DOPPGHE	1182/0411	O	140
IOWA & CLINTON	02-010798	10/21/02 14:49	1700 - OFFENSES INVOLVING CHILDREN	SON PYLE,MRS	1182/0411	O	130
IOWA & CLINTON	03-009537	09/09/03 16:59	9101 - Suspicious Auto	RICK LIDINSKY CONST WRKR	1182/0411	F	172
IOWA & CLINTON	04-001310	02/07/04 13:56	9061 - Lost Articles	BREWER, ELENA	1182/0411	O	159
IOWA & CLINTON	04-001621	02/16/04 13:05	6563 - Accident Involving Non-Injury	SUSAN MCMULLEN	1182/0411	O	192
IOWA & CLINTON	04-002513	03/12/04 13:59	9101 - Suspicious Auto	ARRIGO	1182/0411	D	133
IOWA & CLINTON	05-004189	04/19/05 20:22	9103 - Suspicious Person	FLANNIGAN DNWTBS	1182/0411	P	133
IOWA & CLINTON	06-001972	02/25/06 03:01	2410 - Driving Under the Infl. Alcohol	SWIERCZYNSKI	1182/0411	O	188
IOWA & CLINTON	06-006176	07/02/06 22:43	9101 - Suspicious Auto	BARSANTI, TOM	1182/0411	D	147
IOWA & CLINTON	06-009697	10/17/06 18:04	6563 - Accident Involving Non-Injury	HERBST, JIM	1182/0411	O	147
IOWA & CLINTON	06-010105	10/31/06 20:17	1781 - Rowdies/Juvenile	FEMALE RESIDENT REFUSED	1182/0411	M	147
IOWA & CLINTON	07-006546	08/22/07 07:23	6563 - Accident Involving Non-Injury	DAGGETT,CHRISTINE	82/0411	O	139
IOWA & CLINTON	07-007591	09/23/07 12:54	9941 - Viol. Village Ordinance	tom flaggan	82/0411	M	142
IOWA & CLINTON	08-005418	07/07/08 11:13	9103 - Suspicious Person	JENKINS, JAMES - DNWTBS	82/0411	M	147
IOWA & CLINTON	09-006766	07/23/09 05:15	9103 - Suspicious Person	JAPLON, MARY (no see)	82/0411	P	191
IOWA & CLINTON	10-009898	10/27/10 15:05	9001 - Assist Fire Dept	CSO KANIECKI	82/0411	M	1226
IOWA & CLINTON	11-007890	09/10/11 22:54	9306 - Confused Person	refused	82/0411	P	193
IOWA ST & CLINTON PL	12-009222	11/30/12 07:43	9103 - Suspicious Person	refused	82/0412	M	1137
IOWA ST & CLINTON PL	13-001720	03/13/13 08:08	9219 - All Other Animal Complaints	ADAM WEST	82/0412	M	1137
IOWA ST & CLINTON PL	13-002750	04/22/13 16:30	9001 - Assist Fire Dept	barsanti,gene	82/0412	M	157
IOWA ST & CLINTON PL	13-003644	05/23/13 14:24	9124 - Check Conditions	jenkins nicole	82/0412	M	1226
IOWA ST & CLINTON PL	13-003980	06/04/13 16:17	9124 - Check Conditions	refused	82/0412	M	133

## COMMUNICATIONS

Call Time	Event ID	Rpt #	Street	Nature	Additi
12/29/2017 00	1700197702		IOWA/CLINTON PL	CHECK CONDITION	
08/23/2017 11	1700126985		IOWA/CLINTON PL	SUSPICIOUS PERS	
07/06/2017 03	1700100193		IOWA/CLINTON PL	SUSPICIOUS PERS	
01/20/2017 17	1700009517		IOWA/CLINTON PL	CHECK CONDITION	
07/25/2016 17	1697947		IOWA/CLINTON PL	SUSPICIOUS PERS	
05/30/2016 16	1670285		IOWA/CLINTON PL	SOLICITOR COMPL	
05/18/2016 15	1664228	1600766	CLINTON PL/IOWA	HIT AND RUN	
03/15/2016 04	1633580		CLINTON PL/IOWA	ANIMAL COMPLAIN	
03/10/2016 15	1631627		IOWA/CLINTON PL	STRAY ANIMAL	
11/14/2015 21	1546499	1507136	IOWA/CLINTON PL	TRAUMATIC INJUR	