



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

Wednesday, March 20, 2019 – 7:30 PM

Village Hall – Community Room, 400 Park Ave., River Forest, IL

## **AGENDA**

1. Call to Order/Roll Call
2. Adoption of minutes from 9/19/18 and 10/17/18 Traffic and Safety Commission Meetings
3. Public Comment
4. Request by Rachel Glick of 703 Bonnie Brae to install some form of traffic calming measure at the intersection of Bonnie Brae and Oak Avenue.
5. Request by Village Staff to install recommended parking restrictions in and around the 200-blocks of Thatcher Avenue, Gale Avenue, Keystone Avenue and Forest Avenue.
6. Adjournment



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

Wednesday, September 19, 2018 – 7:30 PM

A regular meeting of the River Forest Traffic and Safety Commission was held on Wednesday, September 19, 2018 at 7:32 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 7:32 PM. Present at this meeting were Chairman Rees, Commissioner Gillis, Commissioner Buis, Commissioner Cleary, Commissioner Osga, Commissioner Jayaraman and Commissioner Wade.

### **New Business – Request to install stop signs at the intersection of William Street and Iowa Street.**

Chairman Rees addresses the room to inform that the Village has been working on a Safe Route to School Project. This committee is likely to have another meeting of this on October 17<sup>th</sup> where this intersection will be part of it. The Village is looking at areas around the schools to determine what kind of signage and crosswalks are required to assure they are safe routes to school.

Normally what is done at these meetings is hear from the public, hear comments from the commission, then at the end if they think it's appropriate they might make a motion to the Village Board to consider their recommendation. The commissioners will have to decide whether to make a recommendation or to wait and see if what they are recommending is consistent with what is being recommended in the Safe Route to School Project.

Mary Fitch from 842 William has been in the Village for twenty years, and in this home for ten. These unmarked intersections have been a concern for her since the beginning. Her kids are now grown, but her neighbor's kids just started riding their bikes on their own. That is what made her start the petition with her friend and neighbors.

Chairman Rees notes that the Village does employ a traffic consultant firm. As a result, they look at the intersection, take traffic counts and pedestrian traffic. In this case the consultants concluded the stop signs are warranted. They are recommending to place the stop signs east west on Iowa Street.

Cheryl Cargie lives at 938 William Street, her biggest concern with the intersection at William Street and Iowa Avenue is that from Lake Street to Augusta Street it is a straight shot. She would like to see the stop sign on William Street to control the speed on that street. Her block has seventeen kids and vehicles tend not to stop on this intersection.

Ray Muccianti lives at 914 William Street, he believes on the contrary to the study to have a stop sign east west would encourage drivers to go faster. He has observed the fastest vehicles going down William Street.

Tina Baird of 901 William Street has lived there over a year. She has witnessed three accidents that have all ended up on the sidewalk. One of the accidents was between three and three thirty in the afternoon, at the time kids are walking home from Roosevelt School. This is a huge concern for her since two of her children walk home from school.

Jacquelyn Jancius also lives at 914 William Street. She would like the stop signs to be placed on William Street as well. There are young kids out on bikes and playing by the street. It is important for them to slow those vehicles down to protect the kids.

Elena Nekrasov of 922 William Street adds that she works from home and has heard some of the accidents that have occurred at this intersection. Also agrees that the north to south traffic should be controlled.

Commissioner Cleary questions why not add a four way stop at this intersection? Commissioner Buis agrees.

Chairman Rees responds there has been reluctance in the Village to add stop signs in every block. When there are stop signs in every corner often times people go through them more. He is not prejudging if a four way might not be appropriate, but they might decide to do one set of controls to see how they work. Later if it is warranted to add an additional set of stop signs they can always add them.

Chairman Rees would not be in favor of a four way at this point. His inclination would be to depart for the recommendation of the consultant and recommend a north south control on William Street. One question remaining is whether there is value in doing that now or waiting until they have the Safe Routes to School Project report.

Commissioner Wade made the motion, seconded by Commissioner Buis to install a stop sign north south at the intersection of William Street and Iowa Street.

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

**New Business – Request to install a No Parking zone at the north end of the 1500 block of Ashland Avenue.**

Chairman Rees announces the request from the River Forest Fire Department to install a No Parking zone on the north end of the 1500 of Ashland Avenue. They are having issues getting through that area with their vehicles.

Sean Toohey lives at 1526 Ashland Avenue. He thanks the commission for the letter they sent the Immediate Care Center in regards to their employees parking in the street instead of using their parking lot. He advises that the letter worked for less than six months. The employees are back to parking on Ashland Avenue. Given that the fire department goes multiple times a week to the Immediate Care Center, he is surprised it has taken them this long to request a no parking zone. In

addition, Roy Strom the refuse company has a difficult time trying to make a right hand turn to go south on Ashland Avenue from North Avenue. Mr. Toohey supports the recommendation of adding the No Parking zone on the east side of the street, but he would like something further to get the employees to stop parking on the street. He suggests possibly doing No Parking for a time period Monday through Friday.

Karin Danganan has lived on the block for fifteen years, and never had any parking issues. She went to the meetings of when the Immediate Care was first being built. There were verbal promises made that there would be adequate parking accommodations for patients and staff. Neighbors were assured parking on their block would not be an issue. The first couple of years parking was not an issue, she is not sure if there was a transfer of knowledge of this agreement. She addressed the issue with an employee that parked in front of her home, he informed her the facility manager instructed them to park on the street to keep the lot open for patients. This is in complete disregard with the agreement that was made with the neighbors before the building was put up. Mrs. Danganan feels that having a parking limit for example eight to ten, Monday through Friday might discourage the employees from parking there. Leaving room for the fire trucks to get through.

Ramamoorthy Sundaresan lives at 1534 Ashland Avenue and she is one of the most affected by the parking on this block. She has tried to communicate with the manager at the Immediate Care, but they have been anything but unhelpful. She prefers for there to be restricted parking all the way to LeMoyne Street from eight in the morning to whatever time. Furthermore, adding something to encourage them to use the parking lot they have.

Janet Stompor from 1507 Jackson Avenue is off the corner of LeMoyne Avenue. She is not affected as much, but witnesses what goes on at this block. She points out that the Immediate Care Center is the worst tenant that has occupied this space. If you make the turn off North Avenue going south onto Ashland Avenue you have to be very careful because someone is going out, then you got cars parked on either side.

Jeff Loster, Village Engineer notes that there are two different conversations going and only one item on the agenda that requires a vote on for the board. He notified the whole block about this meeting, however not on adding any additional parking restrictions for the entire block. To vote anything tonight might do a disservice to those not aware this conversation is taking place.

Chairman Rees reminds that the issue on the agenda is the No Parking zone on the east side by North Avenue. They can consider the question of some expanded restriction on the rest of the block. Granted the people on the 1500 block of Ashland Avenue were notified of this meeting, they were advised of the No Parking restriction, not specifically of some additional restrictions throughout the rest of the block.

Commissioner Jayaraman made the motion, seconded by Commissioner Wade to install a No Parking zone on the east side at the north end of the 1500 block of Ashland Avenue.

The vote was 6 to 0 in favor of approving the request. **The motion to approve the request passed.**

Chairman Rees recommends they address the additional restrictions on the block on a later meeting. In the mean time they can notify the neighbors again. This can be added to the agenda for the November meeting.

Commissioner Osga still considers sending the facility another letter requesting they use the parking lot. The Village used a letter before and it worked for a while, if they send the letter next week it will work until November.

Village Engineer Loster will be issuing the letter to the Immediate Care Facility.

A motion was made and seconded to adjourn the meeting at 8:55 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: -----



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

Wednesday, October 17, 2018 – 7:30 PM

A regular meeting of the River Forest Traffic and Safety Commission was held on Wednesday, October 17, 2018 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 7:33 PM. Present at this meeting were Chairman Rees, Commissioner Gillis, Commissioner Cleary, Commissioner Osga, Commissioner Jayaraman and Commissioner Wade.

### **New Business – Discussion of Safe Walking Routes to School report and exhibits.**

Chairman Rees addresses the room to state that this is a special meeting to discuss the Safe Walking Routes to School plan. There are representatives from KLOA Inc. present, the consultant firm that completed the study.

Eric Russell is a principal with KLOA Inc., assisting him in this project is Andrew Bowen, Engineer with KLOA. Mr. Russell explains the purpose of the plan is to recommend safe walking routes for the six primary schools in River Forest. The plan reviewed the six schools in the Village. Three of them being the public schools Roosevelt Middle School, Lincoln Elementary and Willard Elementary. As well as the three private schools Grace Lutheran, St. Luke's Parish and St. Vincent Ferrer. The first thing they did was organize meetings with Village staff, the Police department, and with representatives of each school. They reviewed documents from the Village including the comprehensive plan, they reviewed traffic controls and crosswalk markings, they observed school traffic circulation and crossing guard operations. The last thing they did was a survey prepared which was distributed to Village residents and parents of children that are in any of these schools. They received a total of three hundred twelve surveys back, they found that most kids are walking to school more than any other means. Mr. Russell points out some of key points that came up frequently. One is pedestrian safety at the uncontrolled intersections. There is need for more traffic management from the crossing guards along Lake Street. People also asked for a safe crossing at Thatcher Avenue and Oak Street. There is a lot of concern for pedestrian crossing at Park Avenue and Greenfield Street. Residents south of the railroad had concerns on the sight line issues on Hawthorne Avenue and Central Avenue. KLOA had some recommendations to address all of these worries. They prioritized creating routes on crossings that have stop control or crossing guards. On all of the routes where students are directed to cross the street they recommend crosswalks be high-visibility ladder style. There are a lot of crossings that currently don't have a crosswalk, or just have a standard parallel line crosswalk. Any place that our routing takes a child to cross the street, they recommend a ladder style crosswalk. This will also provide a guide for a student to create a path to take to school. They also made recommendations to install stop signs at uncontrolled intersections. Changing some two-way stop signs to four-way stop signs, and changing yield signs to stop signs.

Currently there are sixteen intersections that have crossing guards in the Village. In the survey residents requested guards in nine other locations. The study has recommended two new locations for posting crossing guards. One at Lake Street and Lathrop Avenue, on the southeast corner of St. Luke's Parish School. The other at Division and Ashland, at the southeast corner of Willard Elementary School. The study also suggests three locations where crossing guards could be relocated or removed to improve student safety. At Division and Lathrop, the crossing guard would be relocated to Division Street and Ashland Avenue. At Oak Avenue and Ashland Avenue, they recommend the crossing guard be removed since there are no suggested walking routes. The third location they recommend the crossing guards be removed are the two driveways at Roosevelt Middle School. There are other measures that they propose could be implemented to avoid having crossing guards at these locations.

Commissioner Osga asks how many changes they made throughout the village?

Mr. Russell replies that the majority of the alterations are the striping of crosswalks. There are thirty-seven uncontrolled locations that they advised some form of stop control.

Kristen Sneeringer is concerned about an additional intersection at Gale Avenue and Vine Street. She lives on the southwest corner of this intersection. Since she moved in five years ago she has personally seen five accidents. This crossing is recommended for a two-way stop sign going east west. Her concern is when 1st Avenue or Thatcher Avenue get backed up people go directly down Vine Street.

Chairman Rees adds that this intersection is recommended for a two-way, stopping the traffic on Vine Street. If there is a request for a four-way that would come up at another meeting.

Maureen Huston lives at 631 Edgewood Place; she believes that the study has a glaring oversight. Oak Park and River Forest High School has forty-one developmentally disabled students which attend school at the River Forest Community Center. There is also Opportunity Knocks that currently serves twenty-one students. There could be up to two hundred kids a day traveling to and from the Community Center. On top of that, sixty or more students are independently walking or biking to and from the center. Her developmentally disabled son, driving four blocks to the Community Center was t-boned in a serious car accident at Gale Avenue and Vine Street. Since then she has paid attention and traffic on Gale Avenue rarely adhere to the speed limit. She thinks placing stop signs on the east west streets will not address the problem. It's unfortunate given the number of kids the Community Center sees every weekday that it was not part of this study.

Julie Patterson resides by Lake Street and Lathrop Avenue. She asks that they take into consideration the impending construction site on the corner of Lake Street and Lathrop Avenue. Ms. Patterson questions the amount of stop signs there will be in the Village. How long before the drivers get accustomed to them and begin to ignore them?

Steve Lefko from 719 Thatcher suggests that we don't let the map dictate common sense. He is troubled about crossing guards being removed just because it looks good on a map. He cautions that a lot of the common sense comes from the police department and the people out on the streets.

Eric Russell answers that they thought long and hard before removing any crossing guards. At all locations where they recommend removing them they suggest other measures.

Jeff Loster, Village Engineer informs what initially lead to the organization of this study. There were concerns raised earlier this year about the west side of Roosevelt Middle School. They started talking about crossing guards, then the conversations grew. It got to the point where it made sense to do a more comprehensive study of the entire Village for all the schools.

Commissioner Wade notes that a lot of the problem is most of traffic coming through the village does not live here. Therefore, they do not understand the reason behind this. As he looks at the exhibit he notices that Thomas Street and Iowa Street would be loaded with stop signs. He believes that traffic will avoid those street and drive to the already congested Division Street, Augusta Street and Chicago Avenue.

Mr. Russell recaps that most of those stop signs are already in place and they are only adding the four-way stop signs. He assures that this is something that they can take a look at and review to see if the routes can be rerouted.

Commissioner Gillis adds that when they review the study they should take a look at Gale Avenue and Vine Street and take into consideration the Community Center and review it as a school.

Jeff Loster, Village Engineer lists some of the items they want to revisit. Review the school map exhibits that shows existing signage and propose signage for each school. Attempt to relieve some of the east west corridor issues they might be creating by funneling to some of the more arterial roads. Lastly the addition of the Community Center to the complete study.

A motion was made and seconded to adjourn the meeting at 9:27 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:** Rachel Glick [REDACTED]  
**Sent:** Monday, May 07, 2018 10:32 PM  
**To:** Jeff Loster  
**Subject:** Re: Oak Street and Bonnie Brae Traffic Safety Issues

Hi Jeff,

Following up on my request for traffic calming at Bonnie Brae and Oak St. This is my formal written request. Should I wait to hear back before I get petition signatures?

I am writing about concerns for street safety in River Forest. The intersection of Bonnie Brae and Oak St. is an unusually wide intersection and cars often come to a rolling stop and accelerate quickly through this area. These streets have a number of families and children playing, it is a main route for middle school students walking to school and people walking to the retail district. It would be great to add traffic calming in this area to reduce the speed of cars passing through and to reduce the use of these streets as a cut-through the Chicago Ave and Harlem Ave. My suggestions for traffic calming measures include a traffic circle at the unusually wide intersection and/or speed humps, or an island in the intersection to slow cars, and pedestrian crosswalk markings.

Also, the intersection of Harlem and Oak St is quite dangerous as many cars turning right onto Harlem from Oak St. encounter many cars making illegal left turns from McDonalds and Chase banks. This leads to regular accidents at this spot and a major danger for pedestrians crossing here. What can be done to increase safety here?

Last issue is to consider making Oak St one-way. Quick Ave, parallel and directly south of Oak St. is one-way and this makes Quick Ave a much quieter and safer street than Oak. It would make sense to make Oak Street one way in the opposite direction that Quick goes. So Oak St. would be one-way going West, people could still access the bank. This would also increase safety as it relates to crime and quiet the residential area and redirect people to Chicago Ave and Lake St. which are meant for higher traffic volumes.

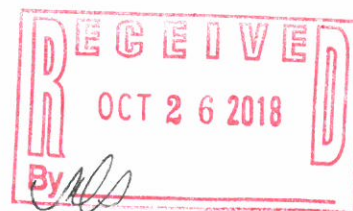
Sincerely,  
Rachel Glick

Traffic and Safety Commission - Petition of Support

Action(s): Install traffic calming measures at Arle Ave & Bonnie intersection such as: flashing crossing signs, speed bumps, additional stop signs

Name	Address	Date	Signature
Rachel Glick	703 Bonnie Brae Pl.	10/18/18	Rachel Glick
Thomas Sears	747 Bonnie Brae Pl	10/18/18	Thomas Sears
KURT HASENBALG	622 BONNIE BRAE PL	10-20-18	Kurt Hasenbalg
Andy Hickey	621 Bonnie Brae	10-26-18	Andy Hickey
Michelle Figueiredo	620 Bonnie Brae Pl	10-16-18	Michelle Figueiredo
Jeff Hunkeler	700 Bonnie Brae Place	10-21-18	Jeff Hunkeler
Pam Wynne	711 Bonnie Brae	10/21/18	Pamela Wynne
Heather Moore	723 Bonnie Brae	10-21-18	Heather Moore
PAUL CURATOLO	715 BONNIE BRAE	10-21-18	Paul Curatolo
JUSTIN DONOHU	719 BONNIE BRAE	10/21/18	Justin Donohu
Jane Sturgeon	739 Bonnie Brae	10/21/18	Jane Sturgeon
John Lefterov	742 Bonnie Brae	10/21/18	John Lefterov
KYAN NOTESTAD	722 BONNIE BRAE PLACE	10-21-2018	Kyan Notestad
Suzanne Haraburd	633 Bonnie Brae Pl	10.22.2018	Suzanne Haraburd

\* Please note that by adding your information to the above petition, you are indicating your support of the requested action(s)



There have been two accidents at this location since 2014.

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: March 13, 2019

SUBJECT: Traffic Evaluation  
Oak Avenue with Bonnie Brae  
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 Oak Avenue with Bonnie Brae in River Forest, Illinois. The purpose of this study was to examine the existing intersection characteristics and evaluate the existing traffic operations to identify potential traffic calming measures to improve safety of vehicles, bicycles and pedestrians traversing the intersection.

### Existing Roadway Characteristics

Oak Avenue is an east-west local roadway that is under the jurisdiction of the Village of River Forest. Oak Avenue extends from Thatcher Avenue east to Harlem Avenue, provides one through lane in each direction and parking is generally permitted on the south side of the roadway only.

Bonnie Brae is a north-south local roadway that is under the jurisdiction of the Village of River Forest. Bonnie Brae extends from Central Avenue to Division Street and provides one lane in each direction. South of Oak Avenue parking is permitted on the east side of the roadway only and has a time restriction of two-hours. North of Oak Avenue parking is generally permitted on both sides of the roadway with a two-hour time restriction.

At the unsignalized intersection of Oak Avenue with Bonnie Brae, the Bonnie Brae approaches are offset by approximately 145 feet. While signed as an all-way stop sign controlled intersection, this intersection is more reflective of two “T” intersections with the eastbound and westbound left-turns from Oak Avenue onto Bonnie Brae and through movements along the internal segment of Oak Avenue operating under free flow conditions. At the westerly intersection, Oak Avenue provides a shared through/right-turn lane on the eastbound approach and a shared left-turn lane on the westbound approach and Bonnie Brae provides a shared left/right-turn lane on the northbound approach. The eastbound and northbound approaches are under stop-control. At the easterly intersection, Oak Avenue provides a shared left-turn/through lane on the eastbound approach and a shared through/right-turn lane on the westbound approach and Bonnie Brae provides a shared left/right-turn lane on the southbound approach. The westbound and southbound approaches are under stop-sign control. **Figure 1** shows an aerial view of the intersection of Oak Avenue with Bonnie Brae. All figures and exhibits are included in the appendix of the memorandum.

It is important to note that Roosevelt Middle School is located approximately 2,000 feet to the west of the subject intersection. Additionally, this intersection has been previously evaluated by KLOA, Inc. in the Safe Walking Routes to School Plan (SWRTS) which was approved by the Village Board on January 28, 2019 as well as the River Forest Bicycle Plan prepared for the Village.

## Preliminary Findings

Based on a preliminary review of the intersection, there are several key operating characteristics of the intersection which prohibit the efficient operation of the intersection and increase the potential of vehicle and pedestrian conflicts. These characteristics are as follows:

- While overall the intersection is signed for all-way stop sign control, the existing offset between the Bonnie Brae approaches creates two distinct intersections that are in close proximity to one another.
- Due to the spacing of the Bonnie Brae approaches, the eastbound and westbound left-turning movements from Oak Avenue onto Bonnie Brae and through movements along the internal segment of Oak Avenue operate under a free flow condition.
- There are currently no crosswalks provided at these intersections, and overall, there are four established locations to cross Oak Avenue within the vicinity of the intersections.
- Parking is prohibited on both sides of the roadway along Oak Avenue between the Bonnie Brae approaches which creates an effective roadway width of approximately 28 feet. Comparatively, parking is permitted on Oak Avenue east and west of Bonnie Brae which creates an effective roadway width of approximately 22 feet.

## Referenced Publications

In determining potential enhancements to the intersection, KLOA Inc utilized information found in the following manuals:

- Guide for Planning, Design, and Operation of Pedestrian Facility published by the American Associate of State Highway and Transportation Officials (AASHTO)
- Residential Streets, *Third Edition* published by the Urban Land Institute (ULI) in conjunction with the National Associate of Home Builders (NAHB), American Society of Civil Engineers (ASCE) and the Institute of Transportation Engineers (ITE).
- Manual on Uniform Traffic Control Devices (MUTCD) published by the Federal Highway Administration (FHWA), the American Traffic Safety Services Associates (ATSSA), AASHTO and ITE.

## Recommended Alternatives for Traffic Calming

As can be found in Residential Street, *Third Edition* the recommended pavement width for local streets with normal residential parking is 24 to 26 feet. The roadway segments of Oak Avenue to the west and east of Bonnie Brae, which allow parking on the south side of the roadway creates a “Slow Flow” condition which constrains the space for vehicles moving in opposite directions to pass which reduces the speed of passing vehicles. For the roadway segment of Oak Avenue between the Bonnie Brae approaches, parking is not permitted on either side of the roadway allowing for wider travel lanes and increase in speed of vehicles.

Three alternatives have been developed for the intersection of Oak Avenue with Bonnie Brae which include the use of striping, signage and traffic calming measures to enhance the pedestrian crossing facilities, increase driver awareness of pedestrian facilities and potentially reduce the prevailing speed of vehicles traversing the intersection.

It should be noted that as part of the SWRTS Study prepared by KLOA, Inc. which has been approved by the Village of River Forest this intersection was evaluated and improvements were identified which include providing high visibility crosswalks on the Bonnie Brae legs at Oak Avenue. Additionally, the study identifies the recommended walking route to Roosevelt Middle School and Lincoln Elementary School for residences on Bonnie Brae is along the north and south sides of Oak Avenue and crossing Oak Avenue at Jackson Avenue where crossing guards are provided.

Furthermore, the following alternatives were established based on the existing geometric conditions of the intersection and information available in the referenced publications regarding design and uniformity of enhancements. More definitive alternatives taking into consideration existing travel patterns, locations of most pedestrian activity and prevailing speed along the roadway can be determined by conducting existing vehicle, pedestrian and bicycle counts as well as speed studies at the intersections during ideal weather conditions on a school day.



The proposed alternatives are as follows:

- **Base Improvements:** As previously indicated, the intersection of Oak Avenue with Bonnie Brae is signed as an all-way stop sign controlled intersection. This can be misleading for through movements on Oak Avenue who may proceed through in front of a left-turning vehicle from Oak Avenue onto Bonnie Brae and for northbound and southbound Bonnie Brae vehicles who may turn left in front of through vehicles traversing Oak Avenue. As such, the signage should be modified to read Oncoming Traffic Does Not Stop (W4-4bP, as indicated in the MUTCD) or Traffic from Right Does Not Stop (W4-4aP, MUTCD), accordingly.
- **Alternative 1:** This alternative (as illustrated in Exhibit 1) is a short-term improvement which includes providing high visibility crosswalks across Oak Avenue on the west leg of the westerly intersection and on the east leg of the easterly intersection. In conjunction with these crosswalks, Pedestrian Crossing warning signs (W11-2, MUTCD) with Supplemental Arrow Signs (W16-7P, MUTCD) can be utilized to enhance driver awareness of the crossing. It should be noted that these warning signs can be yellow or fluorescent yellow-green. This alternative addresses the lack of pedestrian crosswalks at this intersection.
- **Alternative 2:** This alternative (as illustrated in Exhibit 2) includes providing curb extensions on the south side of Oak Avenue starting approximately 40 feet west of the west segment of Bonnie Brae and extending along the south side of Oak Avenue to approximately 20 feet east of the easterly intersection. The curb extension should be approximately four feet to six feet wide which will reduce the effective width of the roadway to 22-24 feet creating the “Slow Flow” condition. In order to determine the effectiveness of this alternative, the curb extensions can initially be done via striping. The use of striping will maintain accessibility for emergency vehicles while also reducing the effective width of the roadway for passenger vehicles. This alternative should be done in conjunction with the enhancements as described in Alternative 1 and may reduce the prevailing speed of vehicles through the intersections.
- **Alternative 3A:** Should the improvements associated with Alternative 2 prove to be effective, raised curb extensions could be provided at the southwest corner of the westerly intersection and at the southeast corner of the easterly intersection. Providing the physical curb extension will reduce the crossing width for pedestrians and will improve motorist visibility of pedestrians waiting to cross the roadway. For the roadway segment of Oak Avenue between the Bonnie Brae roadway segments, this curb extension can remain striped or can be converted to a physical barrier if deemed appropriate. The physical barrier will reduce crossing width at the unmarked crossing locations and will enhance green space along the roadway. This alternative is illustrated in Exhibit 3.

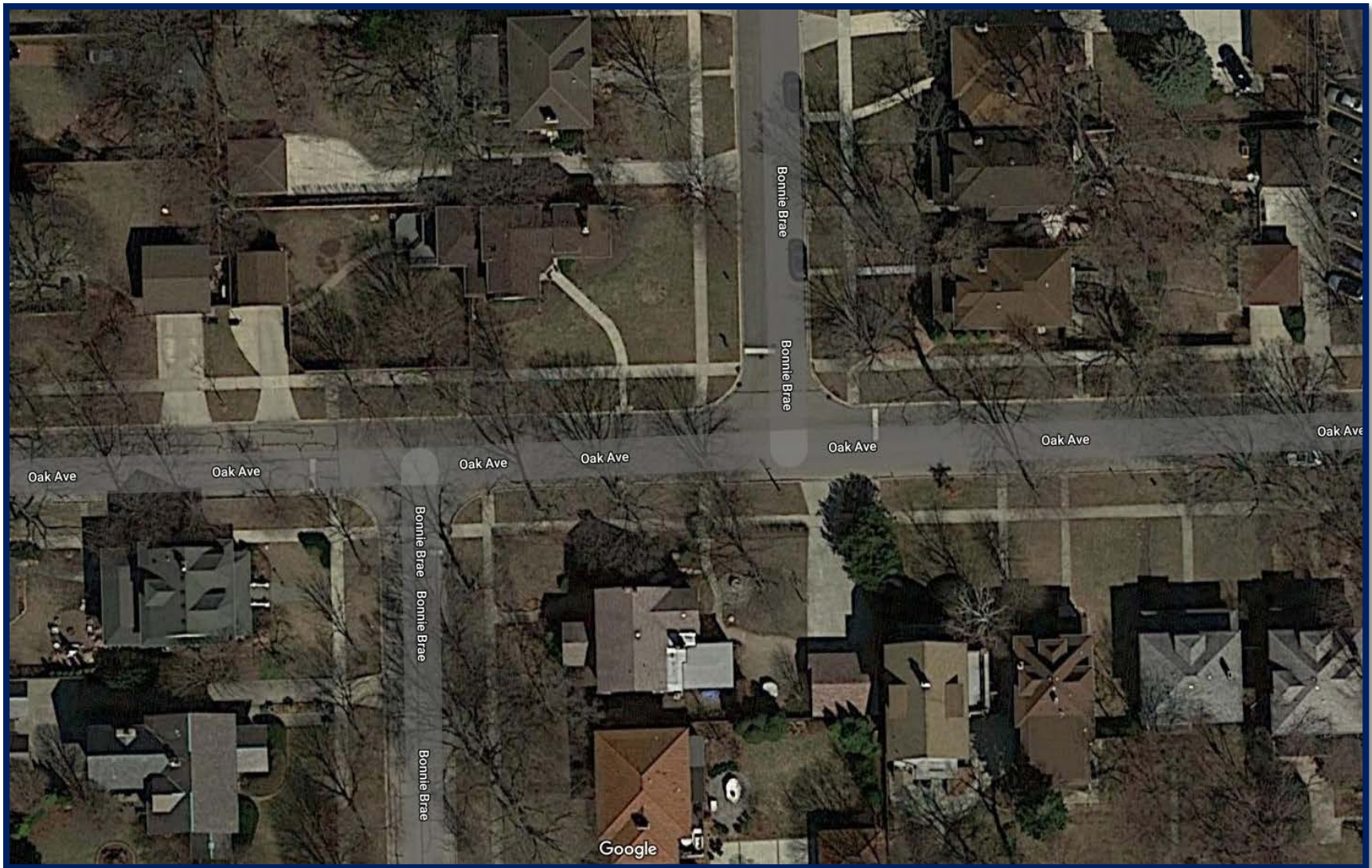
- Alternative 3B: Should the previously described alternatives be deemed not desirable by the Village, stop-signs can be provided in the eastbound and westbound directions along Oak Avenue at the easterly and westerly intersections, respectively, converting both intersections into true all-way stop sign controlled intersections. In conjunction with the stop-signs, high visibility crosswalks should be provided at all existing pedestrian crossings at both intersections. It should be noted that the use of Pedestrian Crossing warning signs or curb extensions is not required with this alternative and that the All-Way (R1-3P, MUTCD) plaques can be provided. This alternative is illustrated in Exhibit 4.

## Conclusions

The results of the preceding evaluation indicated that at a minimum, consideration should be given to providing high visibility crosswalks and appropriate signage traffic control to the west and east legs of Oak Avenue at its intersection with Bonnie Brae. However, in order to enhance the existing and proposed pedestrian facilities, consideration should be given to providing curb extensions along the south side of Oak Avenue (initially via striping and later via barrier curbs) to reduce the effective width of the roadway.



# Appendix



**Aerial View of Study Intersection**

**Figure 1**



FOR ILLUSTRATIVE  
PURPOSES



BONNIE BRAE

AS PROPOSED  
IN SWRTS PLAN

OAK AVENUE

AS PROPOSED  
IN SWRTS PLAN

BONNIE BRAE

Oak Avenue with  
Bonnie Brae  
Intersection Evaluation  
River Forest, Illinois

Alternative 1



Exhibit: 1



FOR ILLUSTRATIVE  
PURPOSES



BONNIE BRAE

AS PROPOSED  
IN SWRTS PLAN

OAK AVENUE

AS PROPOSED  
IN SWRTS PLAN

BONNIE BRAE

Oak Avenue with  
Bonnie Brae  
Intersection Evaluation  
River Forest, Illinois

Alternative 2



Exhibit: 2



FOR ILLUSTRATIVE  
PURPOSES



BONNIE BRAE

AS PROPOSED  
IN SWRTS PLAN

OAK AVENUE

RELOCATION  
OF EXISTING  
STOP SIGN

AS PROPOSED  
IN SWRTS PLAN

BONNIE BRAE

Oak Avenue with  
Bonnie Brae  
Intersection Evaluation  
River Forest, Illinois

Alternative 3A



Exhibit: 3



FOR ILLUSTRATIVE  
PURPOSES



BONNIE BRAE

AS PROPOSED  
IN SWRTS PLAN



OAK AVENUE



AS PROPOSED  
IN SWRTS PLAN

BONNIE BRAE

Oak Avenue with  
Bonnie Brae  
Intersection Evaluation  
River Forest, Illinois

Alternative 3B



Exhibit: 4



## MEMORANDUM

**DATE:** March 20, 2019

**TO:** Traffic and Safety Commission

**FROM:** Jeff Loster, Village Engineer

**SUBJECT:** Parking Restriction Changes – Linden Street and the 200 blocks of Thatcher, Gale, Keystone and Forest

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**Issue:** Village Staff has recently received a significant amount of phone calls regarding an increase in parked vehicles in these areas. It is believed that this is a result of the recently revised commuter parking fee structure.

**Analysis:** The Police Department performed monitoring of these areas in late December, 2018. Their findings can be reviewed in the attached memorandum. In summary, it does appear that there are a significant number of vehicles that are now parking in these areas, the majority of which do not have River Forest stickers or belong to residents at other locations of the Village. It does not appear that these vehicles belong to residents located within the area. As a result, the following recommendations have been made:

- Installation of a Resident Permit Parking Zone on both sides of Forest Avenue, between Linden Street and Washington Commons Park.
- Installation of a Resident Permit Parking Zone on both sides of Keystone Avenue, between Linden Street and Washington Boulevard.
- Installation of a Resident Permit Parking Zone on both sides of Gale Avenue, between Linden Street and Washington Boulevard.
- Installation of a Resident Permit Parking Zone on the east side of Thatcher Avenue, between Linden Street and Washington Boulevard.
- Installation of a Resident Permit Parking Zone on the south side of Linden Street, between Thatcher Avenue and Gale Avenue.
- Installation of a No Parking Zone on the north side of Linden Street, between Thatcher Avenue and Gale Avenue.

The locations of these proposed parking restrictions can be seen on the attached exhibit. To maintain consistency with the surrounding restrictions, the proposed Resident Permit Parking Zones would be in effect between 6:00am and 10:00am, Monday through Friday.

**Recommendation:** Village Staff recommends that parking restrictions be installed in accordance with the attached exhibit and as previously described.

**Attachments:** Police Department Memorandum  
Parking Restriction Exhibit



**Village of River Forest**  
*River Forest, Illinois*

**POLICE DEPARTMENT MEMORANDUM**

**TO:** Chief James O'Shea

**FROM:** Commander James Greenwood

**DATE:** 20DEC2018

**SUBJECT:** Parking Enforcement in the area of 7900-8000 Linden.

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There were observations and reports of an increased number of vehicles parking for long periods of time in the 7900 block of Linden, as well as the 200 blocks of Gale and Keystone. There was some concern that motorists were parking vehicles in these locations to avoid paying for permit parking or daily commuter parking fees. The other concern was that the vehicles were parking at the locations for another reason like a business was operating out of a residence in the area.

I directed each of the Patrol shifts on 29NOV2018 to monitor the area beginning on 30NOV2018 through 14DEC2018. I requested that a supervisor from each shift prepare a memorandum that included the observations, enforcement action, and other information gathered regarding the issue. I received the memorandums on 17DEC2018. The following is a summary of the information received from each of the shifts.

**Midnight Shift (2230-0630hrs)**

An Officer was assigned on each shift to monitor the area and report their findings. Officers reported that there were no vehicles parked in the areas prior to 0630hrs and no citations were issued during the monitoring and enforcement period.

**Dayshift (0630-1430hrs)**

Dayshift Officers enforced violations observed in the area during the designated dates. Officers cited sixteen (16) vehicles for permit violations and other parking violations. These violations were in Zone 1 on the 300 blocks of Thatcher, Gale, Keystone and Forest. The posted signs in the same locations only allows for enforcement on weekdays from 0600-1000hrs.

Sergeant Swierczynski reported that it appeared obvious that commuters are parking their vehicles on Linden, west of Gale and in the 200 blocks of Gale and Keystone. He reported that everyday there were about six (6) vehicles parked on Linden and four (4) vehicles parked on Gale and Keystone. The vehicles parked in these locations registered to residents of the north side of River Forest or to owners that resided outside the Village. There are no posted signs or parking restrictions in these areas, therefore, vehicle could not be cited.



### **Afternoon Shift (1430-2230hrs.)**

Sergeant Labriola reported that on 30NOV2018, there were nine (9) vehicles parked on Linden. Three (3) of the vehicles were from River Forest and the others registered to owners that lived outside of the Village.

On 06DEC2018, officers reported that there were approximately fifteen (15) vehicles parked in the area. A large group of people exited the Metra Train around 1845hrs. Shortly thereafter, all of the vehicles in the area were gone.

Officer Ransom photographed(below) the area of the 8000 block of Linden and remarked that there are no parking restrictions or signs regarding parking in the area.



### **Recommendations**

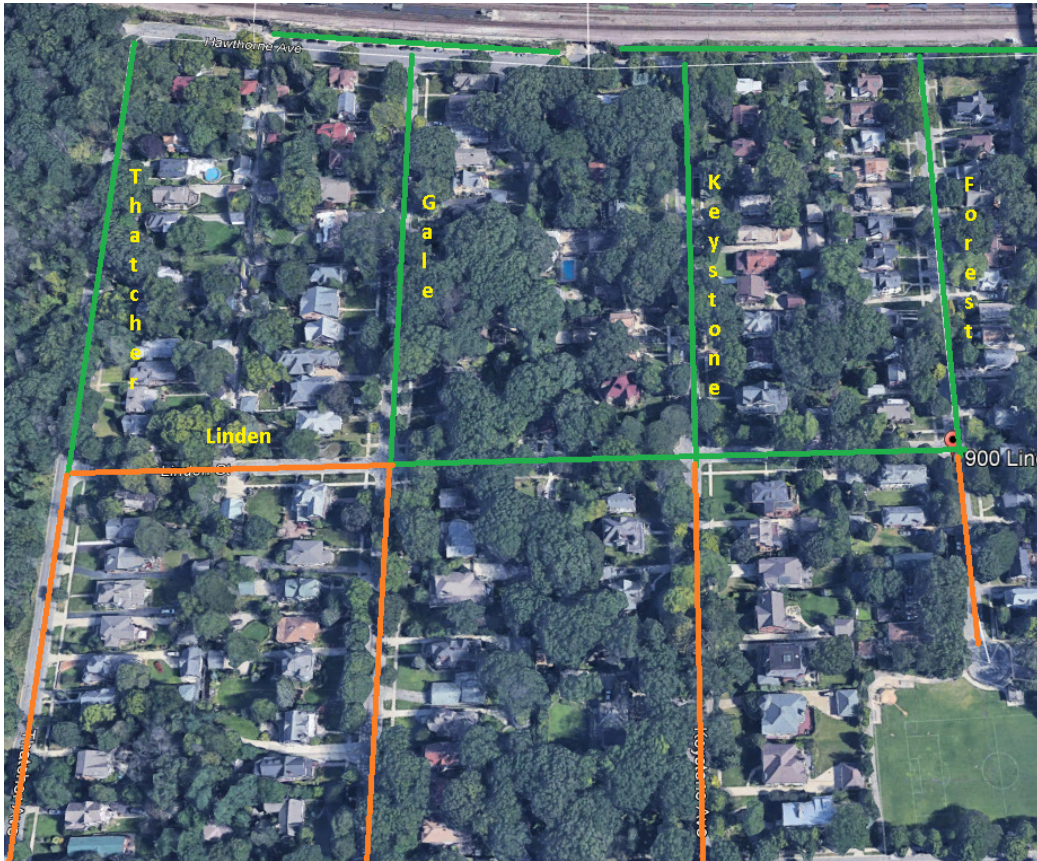
The Village Code 9-3-24, Schedule 24, Resident Parking Zones Designated, currently restricts parking on the 300 blocks of Thatcher, Gale, Keystone, and Forest between the hours of 0600-1000hrs. on Monday through Friday. The Code also restricts parking on Linden between Forest and Gale between the same hours.

The first recommendation is to amend the Ordinance to include the 200 blocks of Thatcher, Gale, Keystone, and Forest between the hours of 0600-1000hrs. The same amendment should include Linden between Thatcher and Gale.

The second recommendation is to amend the Ordinance to restrict parking in the existing and proposed areas from 0600-1400hrs. on Monday through Friday. The Daily Parking Zones on Central and Hawthorne currently reflect these time restrictions.

The third recommendation would be to designate the north side of Linden between Thatcher and Forest as a No Parking Zone. This would help to eliminate the “bottleneck” created by vehicles parking on both sides of the street. With parking on both sides of the street, it is difficult for a normal sized vehicle to drive through. A Public Works employee driving truck with a snowplow or garbage collection vehicle would find it near impossible.

I have included an image below that reflects the first recommendation of adding the 200 blocks of Thatcher, Gale, Keystone, and Forest to Ordinance 9-3-24, Schedule 24. The image also reflects adding Linden between Thatcher and Gale to the Ordinance.



### **Conclusion**

The reported parking problem is a legitimate concern. The observations and enforcement by the Patrol shifts does reflect that the large number of vehicles do belong to motorists that are avoiding paying parking fees and have found areas with no parking restrictions that can be enforced.

I believe that if any or all of the recommendations are implemented, the issue will be reduced significantly. Please advise if you need additional information or if you have any questions.

Respectfully,

*James A. Greenwood #189*

Commander James Greenwood

