



## VILLAGE OF RIVER FOREST TRAFFIC AND SAFETY COMMISSION MEETING

Thursday, May 27, 2021 – 6:30 PM

### AGENDA

Physical attendance at this public meeting is limited to 20 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: [jloster@vrf.us](mailto:jloster@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: 816 1533 7833 or by clicking here: <https://us02web.zoom.us/j/81615337833>. If you would like to speak during public comment or if you wish to participate in-person, please email [jloster@vrf.us](mailto:jloster@vrf.us) by 4:00 PM on Thursday, May 27, 2021.

1. Call to Order/Roll Call
2. Public Comment
3. Request by Tatyana Pytel of 1553 Monroe Avenue for general discussion regarding on-street parking along the east side of Monroe Avenue, just south of North Avenue, to accommodate Norway House Condominium Residents' on-street parking needs.
4. Request by the Traffic and Safety Commission to install a crosswalk on Hawthorne Avenue between Thatcher Avenue and Gale Avenue.
5. Adjournment



### Legend

### Notes

0 100 200  
ft

Print Date: 5/14/2021

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



## MEMORANDUM

**DATE:** November 18, 2020

**TO:** Traffic and Safety Commission

**FROM:** Jeff Loster, Village Engineer

**SUBJECT:** Crosswalk Installation – Hawthorne Avenue at Thatcher Avenue

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**Issue:** A resident on the 300 block of Thatcher Avenue has requested that consideration be given to installation of a crosswalk at the intersection of Thatcher and Hawthorne.

**Analysis:** Due to site constraints, Staff believes that a crosswalk located immediately adjacent to the intersection is not advisable. This intersection includes one leg with a yield sign, one with full stop control and another with no form of stop control. During rush hours, there is a significant amount of vehicular traffic that moves through this intersection, most of which is moving north/south along Thatcher Avenue. Due to these challenges, Staff believes that any crosswalk to be installed near this intersection would be optimally located to align with the Metra station tunnel. This would provide a buffer between pedestrians and the intersection as well as to more efficiently serve a greater number of pedestrians by including commuters leaving the Metra station.

In conjunction with the crosswalk, Staff is also recommending some form of flashing crosswalk signage as this would be a mid-block crossing without any stop control. To further maintain a clear line of site for all pedestrians, a parking restriction on the south side of Hawthorne Avenue between Gale Avenue and the alley to the west of “No Stopping, Standing or Parking” is also recommended.

**Recommendation:** Staff is seeking the Traffic and Safety Commission’s input and recommendation for this item, which will then be brought to the Village Board for consideration.

**Attachments:** Site Exhibit



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

FROM: Brendan S. May, P.E.  
Senior Consultant

Luay R. Aboona, P.E.  
Principal

DATE: April 12, 2021

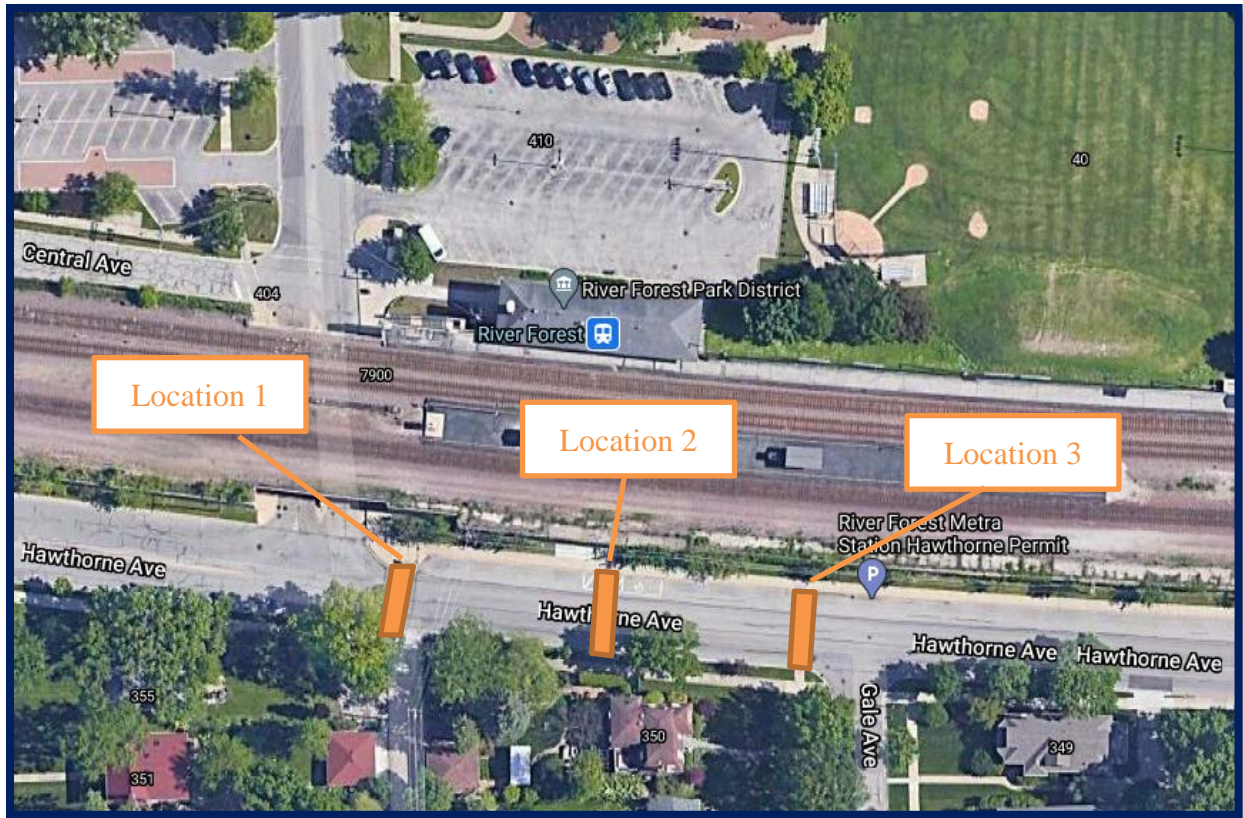
SUBJECT: Hawthorne Avenue – Preliminary Crosswalk Evaluation  
River Forest, Illinois

This memorandum summarizes the findings of a preliminary evaluation conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed crosswalk on Hawthorne Avenue within the vicinity River Forest Metra Station in River Forest, Illinois. The purpose of this study was to determine the most desirable location for a crosswalk on Hawthorne Avenue within the vicinity of the pedestrian tunnel serving the River Forest Metra Station.

It should be noted that this evaluation was based on a review of the existing roadway characteristics only, given that existing traffic and pedestrian volumes within the vicinity of the Metra Station are anticipated to not reflect normal conditions with the ongoing COVID-19 pandemic. Per the direction of the Village of River Forest Traffic and Safety Commission, the following three locations were evaluated:

1. Hawthorne Avenue with Thatcher Avenue – East Leg
2. Hawthorne Avenue – Midblock between Thatcher Avenue and Gale Avenue
3. Hawthorne Avenue with Gale Avenue – West Leg

**Figure 1** shows an aerial view of each location. The three locations were evaluated based on the existing roadway characteristics, including traffic control and existing pedestrian facilities to determine on a preliminary basis the preferred location for a crosswalk. **Table 1** summarizes the pros and cons of each location.



Potential Crosswalk Locations

Figure 1

Table 1  
SUMMARY OF FINDINGS

| Location   | PROS   | CONS   |
|--|--|--|
| Hawthorne Avenue with Thatcher Avenue – East Leg | <ul style="list-style-type: none"> <li>• Westbound Hawthorne Avenue is under stop-sign control.</li> <li>• Does not result in loss of on-street parking.</li> </ul>  | <ul style="list-style-type: none"> <li>• Eastbound Hawthorne Avenue is under free-flow conditions.</li> <li>• Southbound Thatcher Avenue is under yield conditions, with obstructed sight distance.</li> <li>• Pedestrian ramps are not provided at the proposed crosswalk location.</li> <li>• Providing a pedestrian ramp on the south side of Hawthorne Avenue will be within influence of public alley.</li> </ul> |
| Hawthorne Avenue – Midblock                      | <ul style="list-style-type: none"> <li>• Pedestrian ramp is provided on the north side of the roadway only.</li> <li>• Providing a pedestrian ramp on the south side of the roadway is not within the influence of other roads/intersections.</li> </ul>                               | <ul style="list-style-type: none"> <li>• Crosswalk is located within the influence of the handicap parking space which would need to be relocated.</li> <li>• Parking would need to be restricted within the vicinity of the crosswalk, which will result in the loss of two parking spaces.</li> <li>• Pedestrian ramp would need to be constructed on south side of roadway.</li> </ul>                              |
| Hawthorne Avenue with Gale Avenue – West Leg     | <ul style="list-style-type: none"> <li>• Pedestrian ramps are provided on both sides of the roadway.</li> <li>• No additional pedestrian facilities will need to be constructed to accommodate the crosswalk.</li> <li>• Northbound Gale Avenue is under stop-sign control.</li> </ul> | <ul style="list-style-type: none"> <li>• Parking would need to be restricted within the vicinity of the crosswalk, which will result in the loss of two parking spaces.</li> </ul>   |

Based on the information summarized in Table 1, it is the opinion of KLOA, Inc. that the temporary crosswalk be provided on the west leg of the intersection of Hawthorn Avenue with Gale Avenue. The crosswalk should be provided at this location given the existing pedestrian ramps that are provided on both sides of the roadway. Furthermore, with the majority of residences located to the east of Gale Avenue, the provision of a crosswalk at this location is anticipated to better serve the majority of pedestrians crossing Hawthorne Avenue to access the pedestrian tunnel. In order to, better accommodate a crosswalk at this location, parking should be restricted within 20 feet of either side of the crosswalk in order to maintain adequate sight distance for pedestrians crossing the Hawthorne Avenue.

## **Next Steps**

It is recommended that follow up study be conducted, in post COVID-19 pandemic conditions, when vehicle and pedestrian activity within the vicinity of the Metra station is normalized. As part of this follow up study, peak period vehicle, pedestrian and bicycle counts should be conducted at all three locations to determine if the crosswalk location recommended in this evaluation is the optimal location, if it should be relocated, or if it should be supplemented with an additional crosswalk.