



VILLAGE OF RIVER FOREST TRAFFIC AND SAFETY COMMISSION MEETING

Wednesday, September 19, 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. Request by Mary Fitch at 842 William Street to install stop signs at the intersection of William Street and Iowa Street
4. Request by River Forest Fire Department to install a No Parking zone at the north end of the 1500 block of Ashland Avenue
5. Adjournment

Jeff Loster

From: Mary Fitch [REDACTED]
Sent: Monday, September 10, 2018 9:32 AM
To: Jeff Loster
Subject: Re: Traffic and Safety Petition

Thank you very much, Jeff. Myself, my family, and I am certain those neighbors who signed the petition are grateful to you for your consideration of this request.

Mary M. Fitch
842 William Street
River Forest, Illinois 60305

Will you please accept this and the petition with signatures from neighbors on two blocks as our request for a stop sign at the intersection of William and Iowa? Over the past 10 years in our current home myself, my children, and many neighbors have witnessed many near misses and accidents, accidents that have resulted in injury at this intersection. I fear, that in their haste, a driver will cause an accident that results in serious injury or even death. With so many youth in the area, I fear that one day a child will be involved.

Thank you,
Mary M. Firch

Traffic and Safety Commission - Petition of Support

Requested Action(s):

Requested Action(s): Requesting a stop sign at the intersection of William
and Iowa

[illegible]

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

Traffic and Safety Commission - Petition of Support

Requested Action(s): Requesting a stop sign at the intersection of William and Iowa

Name	Address	Date	Signature
Karen Latham	926 William River Forest	2/22/18	Karen Latham
Alissa Digman	918 William River Forest	2/24/18	Alissa Digman
Adam Gilgus	918 William River Forest	2/24/18	Adam Gilgus
Roy Mvecianti	914 William River Forest	2/24/18	Roy Mvecianti
Jacquelyn Jancus	914 William St River Forest	2/24/18	Jacquelyn Jancus
Patti Feracota	904 William River Forest	2/24/18	Patti Feracota
A CR Wolke	919 William RF	2/24/18	A CR Wolke
Tom Ruhn	925 William St.	2/24/18	Tom Ruhn
Alexandra DeSorbo	925 William St.	2/24/18	Alexandra DeSorbo
Maybeth Schumacher	934 William St	2/24/18	Maybeth Schumacher
Richard W. Schumacher	934 William St	2/24/18	Richard W. Schumacher
Jed Peterson	925 William St	2/24/18	Jed Peterson
Tom Carleis	936 William	2/24/18	Tom Carleis
Tina Baird	901 William St	3/11/18	Tina Baird

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

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: September 18, 2018

SUBJECT: Traffic Evaluation
Iowa Street with William Street
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 William Street 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.

William Street is a north-south local roadway that is under the jurisdiction of the Village of River Forest. William Street extends from Augusta Street south to Central Avenue, 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 William Street 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 1,700 feet to the southwest of the subject intersection. Furthermore, the intersection of Iowa Street with Jackson Avenue also does not provide any traffic control or crosswalks. Additionally, at the intersections of Iowa Street with Bonnie Brae and Iowa Street with Monroe Avenue, the Iowa Street approaches are under stop-sign control. Lastly, as part of a traffic evaluation conducted by KLOA, Inc. for the intersection of Iowa Street with Clinton Place, KLOA, Inc. recommended that stop-signs be provided on the Clinton Place approaches based on limited sight distance provided at the intersection. The Village of River Forest has implemented this recommendation.

Figure 1 shows an aerial view of the intersection of Iowa Street with William Street. Photos of the intersection of Iowa Street with William Street 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 (Section 2B.04) 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 William Street.

Existing Traffic Volumes

To determine the existing traffic, pedestrian and bicycle volumes that traverse the intersection of Iowa Street with William Street, KLOA, Inc. conducted 12-hour counts on two consecutive weekdays utilizing Miovision Scout Video Collection Units. The counts were conducted on Wednesday, June 27, 2018 and on Thursday, June 28, 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, school was not in session for River Forest Public School District 90. Furthermore, the weather on both Wednesday and Thursday was warm and sunny.

The results of the count data indicate that the intersection carries a low volume of traffic (peak of 146 movements occurring at 5:00 P.M. on Tuesday, May 1, 2018) with an average of 88 and 90 hourly movements on Wednesday, June 27 and on Thursday, June 28, respectively. Similarly, the number of pedestrians that cross the intersection is low with a peak of 19 pedestrians on Wednesday, June 27 at 1:00 PM and 35 pedestrians on Thursday, June 29 at 1:00 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 William Street has an average of 2,300 to 2,400 units per day entering from all approaches. This unit total is greater than the 2,000 units needed to warrant traffic control based on the MUTCD. As such, consideration should be given to providing traffic control at the intersection of Iowa Street with William Street.

Sight Distance

The intersection of Iowa Street with William Street 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 William Street. **Figure 6** illustrates the sight triangle evaluation.

Crash Data

KLOA, Inc. obtained crash data from the Village of River Forest for Year 2014 through June of Year 2018 for the intersection of Iowa Street with William Street. A review of the crash data indicated that this intersection experienced seven crashes between 2014 and June 2018 with one crash occurring in 2014, two crashes in 2015, one crash in 2016, two crashes in 2017, and one crash in 2018. Between 2014 and 2018, the intersection of Iowa Street with William Street does meet the crash warrant as the intersection did experience five or more crashes within a three-year period (2015 to 2017) and three or more crashes within a two-year period (2014 to 2015, 2015 to 2016, 2016 to 2017 and 2017 to 2018). As such, consideration should be given to providing traffic control at the intersection of Iowa Street with William Street.

Recommendation

Based on the intersection evaluation conducted by KLOA, Inc. for the intersection of Iowa Street with William Street, consideration should be given to providing yield or stop sign control per section 2B.04 published in the MUTCD based on the existing traffic, bicycle and pedestrian volumes, given sightlines are obstructed by residential homes in all four corners of the intersection based on a design speed of 30 miles per hour and due to the crash frequency at the intersection.

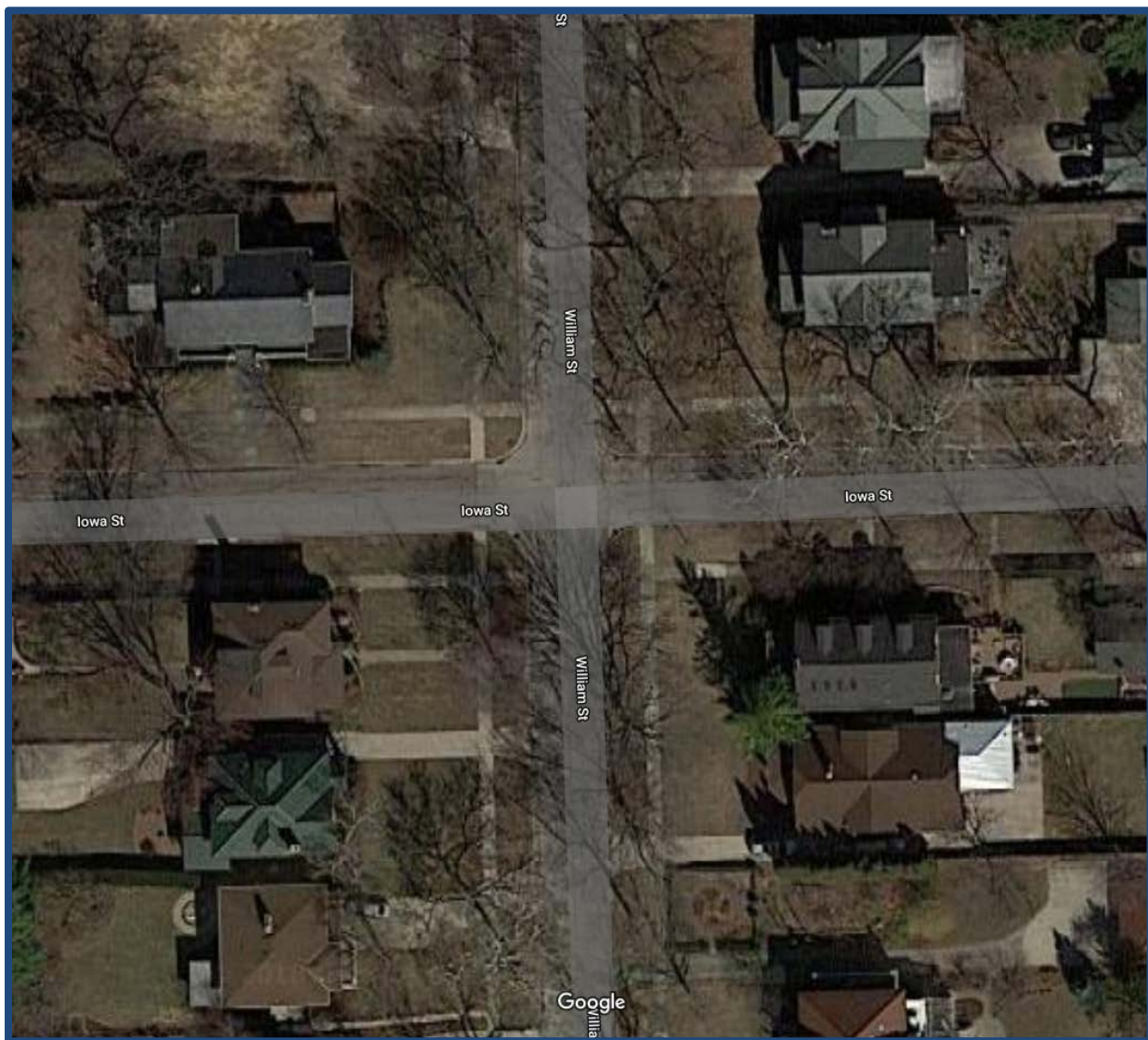
Conclusions

The results of the preceding evaluation indicated that consideration should be given to providing traffic control (yield or stop-sign) at the intersection of Iowa Street with William Street. However, typical practice within the Village of River Forest minimizes the use of yield signs and they are generally not provided at intersections. Therefore, it is recommended that the eastbound and westbound (Iowa Street) approaches be under stop-sign control based on the following:

- The average hourly traffic volumes are less in the east/west direction compared to the north/south direction.
- The average hourly pedestrian volumes are approximately the same in the east/west and north/south directions.
- As previously indicated, based on the traffic evaluation previously prepared by KLOA, Inc., the intersection of Iowa Street with Clinton Place (located approximately 450 feet to the east of William Street) is planned to provide two-way stop sign control in the north/south directions. In order to provide efficient traffic flow, it is recommended that two-way traffic control alternate intersection to intersection. This is further confirmed with the intersection of Iowa Street with Bonnie Brae (located approximately 900 feet to the east of William Street) providing two-way stop sign control in the east/west directions.

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 William Street Looking North

Figure 2



Intersection of Iowa Street with William Street Looking East

Figure 3



Intersection of Iowa Street with William Street Looking South

Figure 4



Intersection of Iowa Street with William Street Looking West

Figure 5

Table 1

WEDNESDAY, JUNE 27, 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	9	7	16	4	18	1	23	2	14	3	19	1	28	2	31	89
8:00 AM	2	9	4	15	2	15	1	18	3	28	1	32	2	29	0	31	96
9:00 AM	0	4	3	7	2	7	1	10	2	22	2	26	1	20	1	22	65
10:00 AM	0	6	7	13	3	7	2	12	5	8	0	13	0	11	0	11	49
11:00 AM	1	7	3	11	2	9	1	12	5	30	0	35	1	19	0	20	78
12:00 PM	1	12	5	18	2	7	0	9	5	23	1	29	1	15	1	17	73
1:00 PM	3	6	6	15	2	10	1	13	1	30	1	32	1	18	0	19	79
2:00 PM	2	10	3	15	2	6	0	8	5	24	1	30	1	9	1	11	64
3:00 PM	0	11	6	17	4	8	0	12	5	39	1	45	2	22	0	24	98
4:00 PM	2	9	4	15	6	12	2	20	15	40	3	58	1	33	1	35	128
5:00 PM	1	13	2	16	6	19	2	27	14	39	2	55	1	45	2	48	146
6:00 PM	2	11	3	16	3	10	1	14	7	27	1	35	3	20	1	24	89
Total	14	107	53	174	38	128	12	178	69	324	16	409	15	269	9	293	1054

Table 2

THURSDAY, JUNE 28, 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	4	12	17	3	18	1	22	2	17	0	19	0	30	1	31	89
8:00 AM	2	11	7	20	5	19	2	26	6	22	3	31	1	34	2	37	114
9:00 AM	1	2	11	14	6	9	2	17	5	14	4	23	0	16	0	16	70
10:00 AM	2	10	3	15	5	9	0	14	9	26	2	37	1	13	1	15	81
11:00 AM	1	11	5	17	1	5	1	7	7	31	4	42	1	21	0	22	88
12:00 PM	1	6	2	9	2	8	1	11	4	26	6	36	2	21	1	24	80
1:00 PM	1	6	4	11	0	7	1	8	4	21	5	30	1	15	0	16	65
2:00 PM	0	4	2	6	0	9	0	9	4	32	0	36	2	15	0	17	68
3:00 PM	0	6	7	13	3	11	2	16	5	22	3	30	1	19	3	23	82
4:00 PM	1	17	4	22	5	7	3	15	6	38	6	50	0	34	0	34	121
5:00 PM	0	11	9	20	4	10	1	15	11	42	2	55	2	49	1	52	142
6:00 PM	4	16	2	22	1	10	1	12	5	21	3	29	2	19	0	21	84
Total	14	104	68	186	35	122	15	172	68	312	38	418	13	286	9	308	1084

Table 3

WEDNESDAY, JUNE 27, 2018 – HOURLY COUNT SUMMARY - PEDESTRIANS

Time	West Leg	East Leg	South Leg	North Leg	Grand Total
7:00 AM	3	3	3	2	11
8:00 AM	0	3	0	3	6
9:00 AM	1	1	4	2	8
10:00 AM	7	2	4	4	17
11:00 AM	0	4	3	0	7
12:00 PM	0	1	1	2	4
1:00 PM	3	8	3	5	19
2:00 PM	0	0	0	2	2
3:00 PM	1	0	2	0	3
4:00 PM	1	7	3	3	14
5:00 PM	4	3	3	1	11
6:00 PM	6	5	0	4	15
Total	26	37	26	28	117

Table 4

THURSDAY, JUNE 28, 2018 – HOURLY COUNT SUMMARY - PEDESTRIANS

Time	West Leg	East Leg	South Leg	North Leg	Grand Total
7:00 AM	2	4	0	5	11
8:00 AM	2	3	3	4	12
9:00 AM	2	3	4	3	12
10:00 AM	0	1	0	0	1
11:00 AM	2	3	1	5	11
12:00 PM	3	0	2	2	7
1:00 PM	31	0	0	4	35
2:00 PM	0	3	0	1	4
3:00 PM	0	1	2	0	3
4:00 PM	1	2	0	0	3
5:00 PM	1	1	0	2	4
6:00 PM	1	2	5	0	8
Total	45	23	17	26	111



Sight Triangle Evaluation

Figure 6

COMMUNICATIONS

Call Time	Event ID	Rpt #	Street	Nature	Additi
06/02/2018 03	1800083088		IOWA/WILLIAM	SUSPICIOUS PERS	
03/21/2018 07	1800043647		WILLIAM/IOWA	SUSPICIOUS PERS LEFT A	
03/16/2018 17	1800041331		IOWA/WILLIAM	ACCIDENT PROPER	
02/14/2018 15	1800024473	1800293	WILLIAM/IOWA	TRAFFIC TRANSP	
02/14/2018 15	1800024464		WILLIAM/IOWA		
02/14/2018 15	1800024463	1800198	WILLIAM/IOWA	ACCIDENT PROPER	
02/13/2018 13	1800023769		IOWA/WILLIAM	PARKING COMPLAI	
09/08/2017 15	1700136440	1701524	WILLIAM/IOWA	ACCIDENT PERSON	
09/08/2017 15	1700136437	1701472	WILLIAM/IOWA	ACCIDENT PERSON	
09/08/2017 15	1700136439		IOWA/WILLIAM		
08/15/2017 17	1700122587	1702026	IOWA/WILLIAM	ACCIDENT PERSON	
08/15/2017 17	1700122586	1702025	IOWA/WILLIAM	ACCIDENT PERSON	
08/15/2017 17	1700122584	1701319	IOWA/WILLIAM	ACCIDENT PERSON	
08/15/2017 17	1700122583	1701390	IOWA/WILLIAM	ACCIDENT PROPER	
03/21/2017 10	1700041471		IOWA/WILLIAM	SUSPICIOUS PERS	
03/03/2017 14	1700032167		IOWA/WILLIAM	ACCIDENT PROPER	
11/29/2016 14	1600159750		IOWA/WILLIAM	SICK OR INJURED NO SEE	
10/18/2016 18	1600139368		IOWA/WILLIAM	TRAFFIC STOP	
09/24/2016 14	1600127726		WILLIAM/IOWA	ROWDIES	
06/13/2016 08	1677174	1600922	WILLIAM/IOWA	ACCIDENT PROPER WILLIA	
04/18/2016 21	1649588		WILLIAM/IOWA	TRAFFIC STOP	
08/22/2015 20	15254299	15005988	IOWA/WILLIAM	FIREWORKS	
06/15/2015 18	15236740	15003996	IOWA/WILLIAM	HIT AND RUN	
01/21/2015 17	15200717	15000130	IOWA/WILLIAM	ACCIDENT PERSON	
01/21/2015 17	15204239	15000443	IOWA/WILLIAM	ACCIDENT PROPER	
02/06/2014 07	14204897	14000886	IOWA/WILLIAM	ACCIDENT PROPER	



MEMORANDUM

DATE: June 26, 2018

TO: Jeff Loster
Village Engineer

FROM: Kurt Bohlmann
Fire Chief

SUBJECT: Traffic/Parking at Ashland Ave. and North Ave.

Mr. Loster,

Traffic and parking on Ashland Avenue at North Avenue has become an issue for the River Forest Fire Department. The Fire Department is frequently called to the area for EMS and/or fire calls. During the day, both sides of Ashland Avenue are full of parked cars, primarily towards the north end of the 1500 block. Maneuvering our fire engine or ambulance through the area is very difficult. Ashland Avenue is the first street that allows westbound traffic to turn south after Thatcher Avenue. Our rigs are often met by traffic turning right to go south on Ashland Avenue. Vehicles parked on both sides of the street prevent us from passing oncoming traffic. There simply is not enough room. The southbound vehicles have nowhere to go without endangering themselves by backing back into oncoming traffic on North Avenue. Our ambulance also has a tight turn into the drive at 7617 North Avenue (east side of Ashland Avenue), a location we respond to frequently.

In order to allow us to respond to emergencies and allow southbound traffic to safely navigate the intersection, I am requesting that the east side of Ashland Avenue from the first space south of the drive at 7617 North Avenue to the stop sign be designated a "no parking" zone.

I would be happy to discuss this at any time.

North Ave

64

W North Ave



Loyola Center for
Health at River Forest

Ashland Ave

Ashland Ave

Ashland Ave

Google



No Parking Zone

Ashland Ave

X