



VILLAGE OF RIVER FOREST TRAFFIC AND SAFETY COMMISSION MEETING

Wednesday, November 18, 2020 – 7:30 PM
Village Hall – Community Room, 400 Park Ave., River Forest, IL

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. You may listen to the meeting by participating in a Zoom conference call as follows: dial-in number: 312-626-6799 with meeting ID: 871 8737 9909 or by clicking here: <https://us02web.zoom.us/j/87187379909>. If you would like to speak during public comment, please email jloster@vrf.us by 4:00 PM on Wednesday, November 18, 2020.

1. Call to Order/Roll Call
2. Adoption of meeting minutes from the January 15, 2020 Traffic and Safety Commission Meeting
3. Public Comment
4. Request by Village Staff to review changes associated with the Village's Safe Walking Routes to Schools (SWRTS) Project (tabled from the 9/16/20 meeting).
5. Request by Tyler Lamkey of 633 William Street to install a 4-way stop at the intersections of Oak Avenue and Monroe Avenue as well as Oak Avenue and Clinton Place.
6. Request by John Conmy of 23 Keystone Avenue to install a No Parking, Stopping or Standing restriction at the south end of the 00-block of Keystone Avenue and to install a Do Not Enter restriction on Keystone Avenue from Madison Street.
7. Request by Michael Esposito at 355 Thatcher to install a north/south crosswalk at the intersection of Hawthorne Avenue and Thatcher Avenue.
8. Request by the Traffic and Safety Commission to discuss a study of all intersections along North Avenue from Lathrop to Harlem and along Harlem Avenue from North to Division.
9. Request by Village Staff for Traffic and Safety Commission feedback regarding various safety measures and their desired prioritization.
10. Adjournment



VILLAGE OF RIVER FOREST TRAFFIC AND SAFETY COMMISSION MEETING MINUTES

Wednesday, January 15, 2020 – 7:30 PM

A regular meeting of the River Forest Traffic and Safety Commission was held on Wednesday, January 15, 2020 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 Buis, Commissioner Gillis, Commissioner Osga, and Commissioner Wade.

Old Business

Chairman Rees asked for a motion to adopt the minutes from the July 17, 2019 meeting. Commissioner Osga made the motion and Commissioner Buis seconded the motion. All commissioners present voted to approve the minutes.

New Business – Request by the Board of the Greathouse Condo Association at 407-415 Franklin Avenue to extend No Parking Zone limits on both sides of the condo driveway on Central Avenue.

Cindy Huber resides in the condo; she states all the units share one driveway. Vehicles are constantly parked along Central Avenue. Recently she was involved in an accident exiting the driveway, she never saw the other vehicle coming. It was a minor accident, but this is a dangerous area. A lot of kids ride their bikes on Central Avenue. If the kids are not able to see the vehicles they can get hurt.

Scott Street is the President of the Condo Association. He was present at a previous meeting discussing this particular petition. Discussed as well was the relocation of parking on Central between Park Avenue through Lathrop Avenue. Switching parking from the north side of Central to the south side of Central. This would improve the sight lines exiting the driveways immensely. Furthermore, adding more parking spaces. They will accept the separation of the No Parking signs, but he believes the ideal solution is to move the parking to the other side of Central Avenue.

Chairman Rees questions if the signatures in the petition represent the vast majority of the resident that live in the area?

Mr. Street replies it represents over half the number of people living in their two buildings. They have a total of 58 units.

Jeff Loster, Village Engineer confirms they met the new 75% threshold.

Chairman Rees notes the petition relates to the request to add additional No Parking on the north side. It does not address changing parking to the south side of the street.

Mr. Street explains that was how the original petition was created. If this request is approved, he will return with another petition to change parking to the other side.

Fred Hess lives at 407 Franklin Avenue. When he first moved into the condo pulling in and out of the driveway was not an issue. He considers it became a problem when a surveying company moved next door. They start parking there around six in the morning until five in the afternoon. Mr. Hess proposes speaking to them about parking somewhere else to free up the parking on Central Avenue.

Yates Hafner resides at 407 Franklin Avenue as well. He urges the residents within his Condominium to obey the law. Stop before going through the pedestrian cross walk. Have a good look before going downhill and beware of cars coming through the viaduct. Suggests a 20 MPH limit be posted on Central Avenue.

Fran Carroll is also from 407 Franklin Avenue. She sees a lot of children walking from the school. They are not going to pay attention as to how far the car is, or if the car has a right or left hand turn signal. Vehicles go faster than it is safe.

Commissioner Osga questions if there has been any discussion at Village Hall about flipping parking to the south side of Central Avenue?

Jeff Loster, Village Engineer replies there has been some talk internally. The Police Department had some reservations. Central Avenue is used as an east west corridor for them. Given the location of Village Hall, there is a lot of east bound traffic leading to the parking lot. The concern going west bound is every time going through an intersection; they will need to go around parked vehicles on the north side. The Police Department worries having to do that east bound in an emergency situation. They were not in favor of it. From a Public Works stand point, it does not make a difference.

Commissioner Osga is uncertain about moving parking to the south side. Considers going under the viaduct and turning right. Moving parking to the south side would really shrink up that block to be able to make an east bound turn. From a safety standpoint changing parking to the other side is ideal. For now, they should pass the petition as its stated.

Jeff Loster, Village Engineer informs the Committee the Village is in the midst of a Commuter Parking Study. He shared the idea about moving parking to the south side with the Consultant. He did not have an objection to it. This area can be wrapped in with the commuter parking study as a potential option.

Resident appreciates what the Committee is doing, but still has a concern. The types of vehicles parked on their street during the day are SUV's and trucks. If they are pushed back 22 or 25 feet on either side, the sight line is still not there. Wonders why these vehicles can't park elsewhere and return the block to the way it was two and a half years ago?

Chairman Rees explains they are trying to achieve a balance by accommodating the request as proposed, which is extend the sight lines on both sides of the driveway. Likewise try to be mindful of the need for parking. This might be a short term fix, shifting parking to the south side may possibly be considered in the future.

Commissioner Osga made the motion, seconded by Commissioner Buis to extend No Parking Zone limits 20 feet on both sides of the condo driveway on Central Avenue.

The vote was 5 to 0 in favor of approving the request. **The motion to approve the request passed.**

A motion was made and seconded to adjourn the meeting at 8:10 P.M. All commissioners voted in favor of the motion. Motion passed.

Respectfully Submitted:

Signature Line

Jeff Loster, Secretary

Signature Line

Doug Rees, Chairman
Traffic & Safety Commission

Date: -----



MEMORANDUM

DATE: November 18, 2020

TO: Traffic and Safety Commission

FROM: Jeff Loster, Village Engineer

SUBJECT: Safe Walking Routes to Schools (Review)

Issue: In early 2019, the Village Board approved the Safe Walking Routes to Schools (SWRTS) which was implemented later that year. At the time, it was indicated that this project would be reviewed after approximately one year to ensure that any additional changes that have been requested would be considered.

Analysis: Since the implementation of the SWRTS project, multiple requests have been made to Staff to modify the scope of the SWRTS project. The requests for modification submitted to Staff thus far include the following:

1. Request to switch the 2-way stop at Park Ave and Thomas St so that traffic stops on Thomas St, not Park Ave.
2. Request to modify the north/south stop signs at Lathrop Ave and LeMoyne to those with flashing beacons.
3. Request to modify the east/west stop signs at Division St and Franklin Ave to those with flashing beacons.
4. Request to modify the stop signs at Chicago Ave and Park Ave to those with flashing beacons.
5. Request to modify the crosswalk signage at the west leg of the Division Street/Bonnie Brae intersection to those with flashing beacons.

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

Attachments: Safe Walking Routes to Schools Exhibits














FINAL



LINCOLN ELEMENTARY SCHOOL – SAFE WALKING ROUTES TO SCHOOL

LEGEND

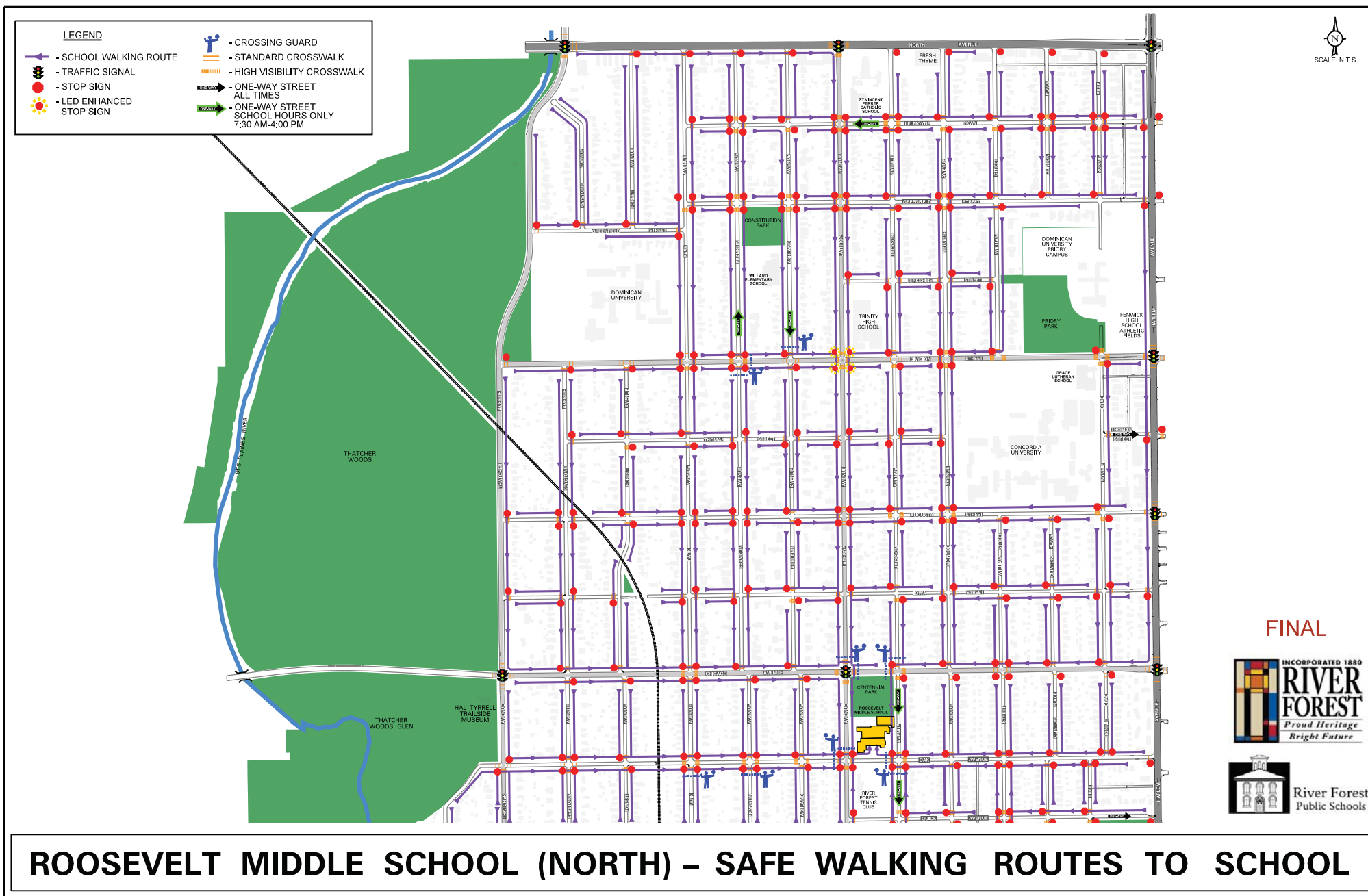
-  - SCHOOL WALKING ROUTE
-  - TRAFFIC SIGNAL
-  - STOP SIGN
-  - LED ENHANCED STOP SIGN
-  - YIELD SIGN
-  - CROSSING GUARD
-  - STANDARD CROSSWALK
-  - HIGH VISIBILITY CROSSWALK
-  - ONE-WAY STREET ALL TIMES
-  - ONE-WAY STREET SCHOOL HOURS ONLY 7:30 AM-4:00 PM
-  - SCHOOL ATTENDANCE BOUNDARY

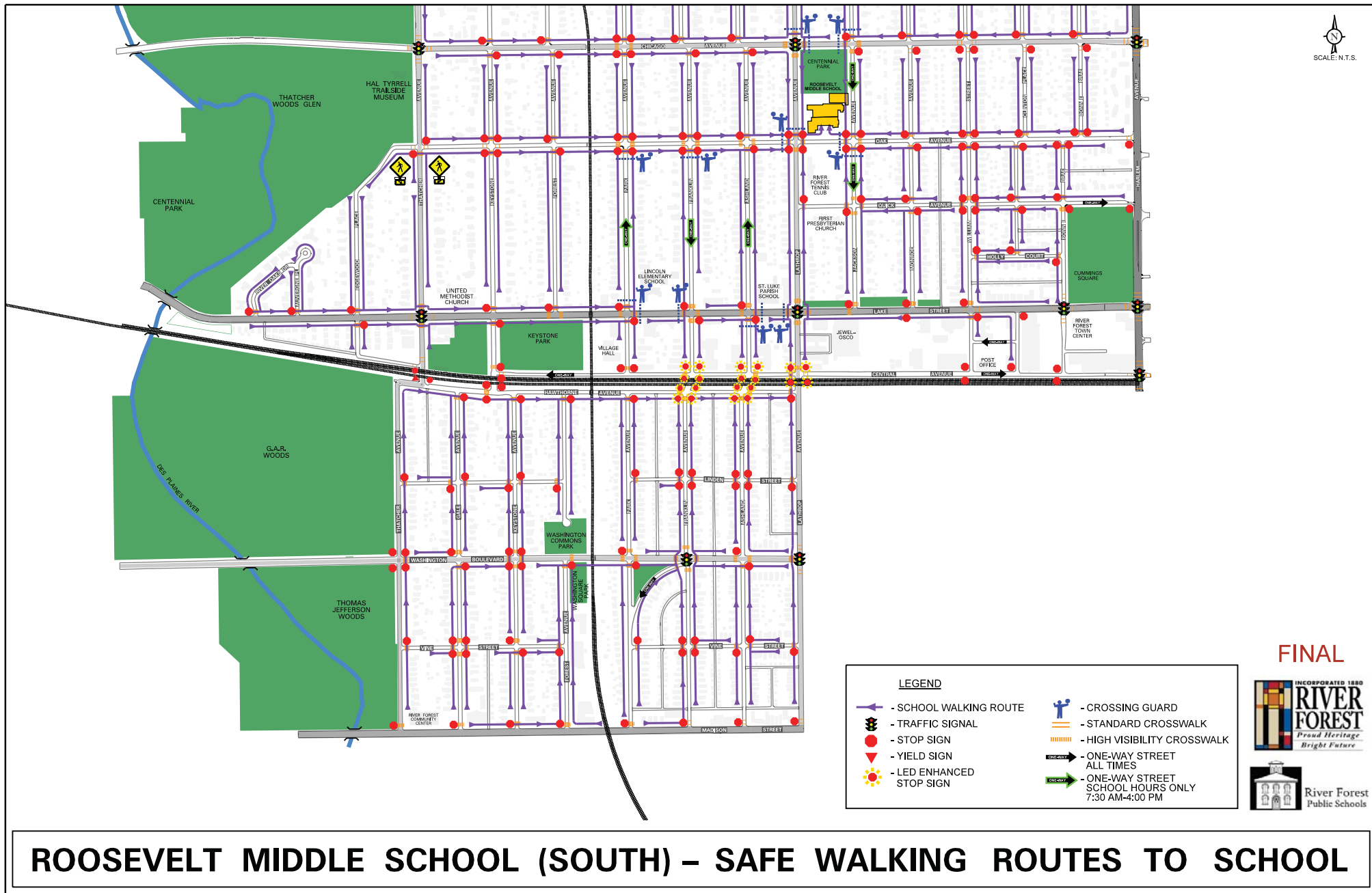


FINAL



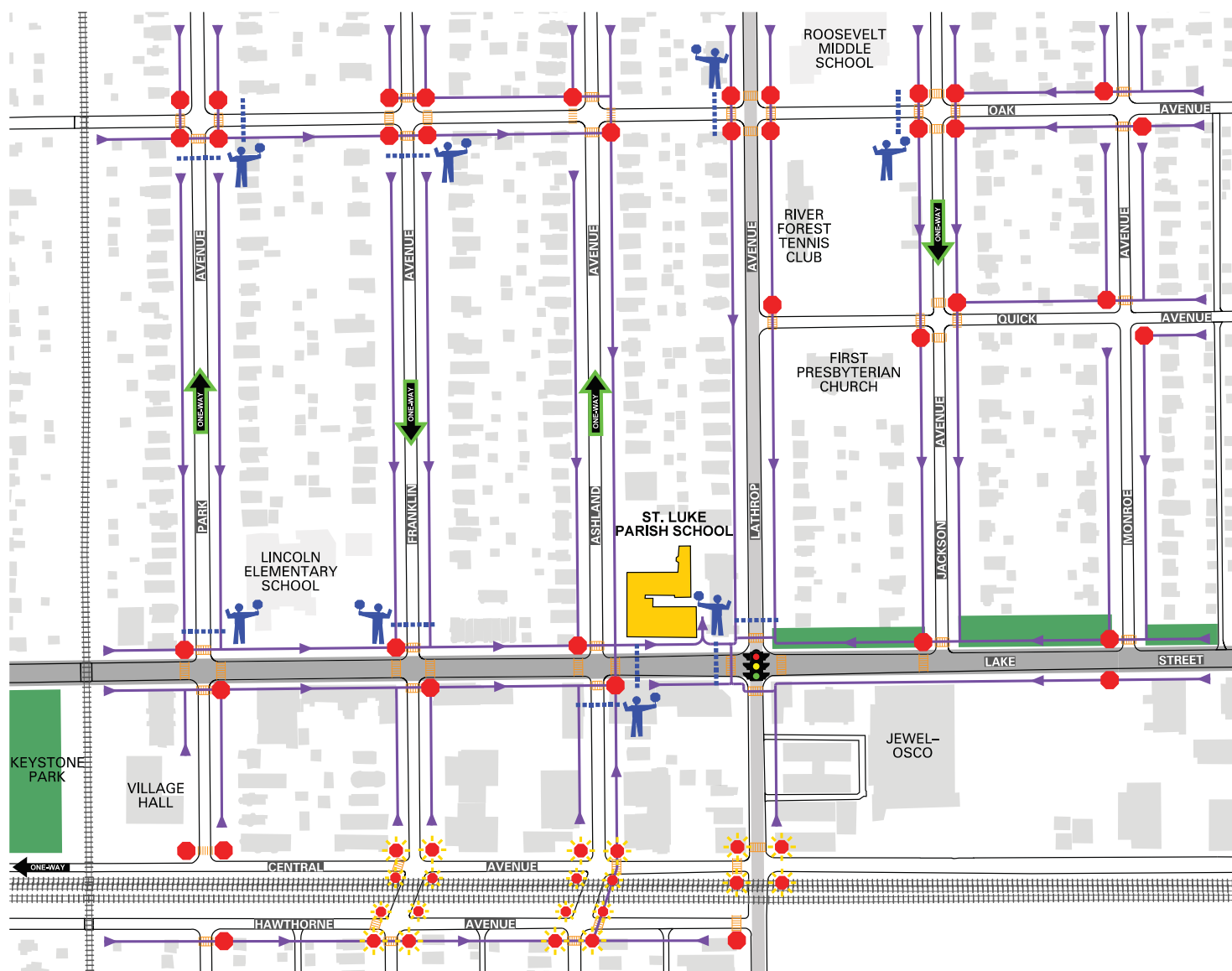
WILLARD ELEMENTARY SCHOOL – SAFE WALKING ROUTES TO SCHOOL





LEGEND

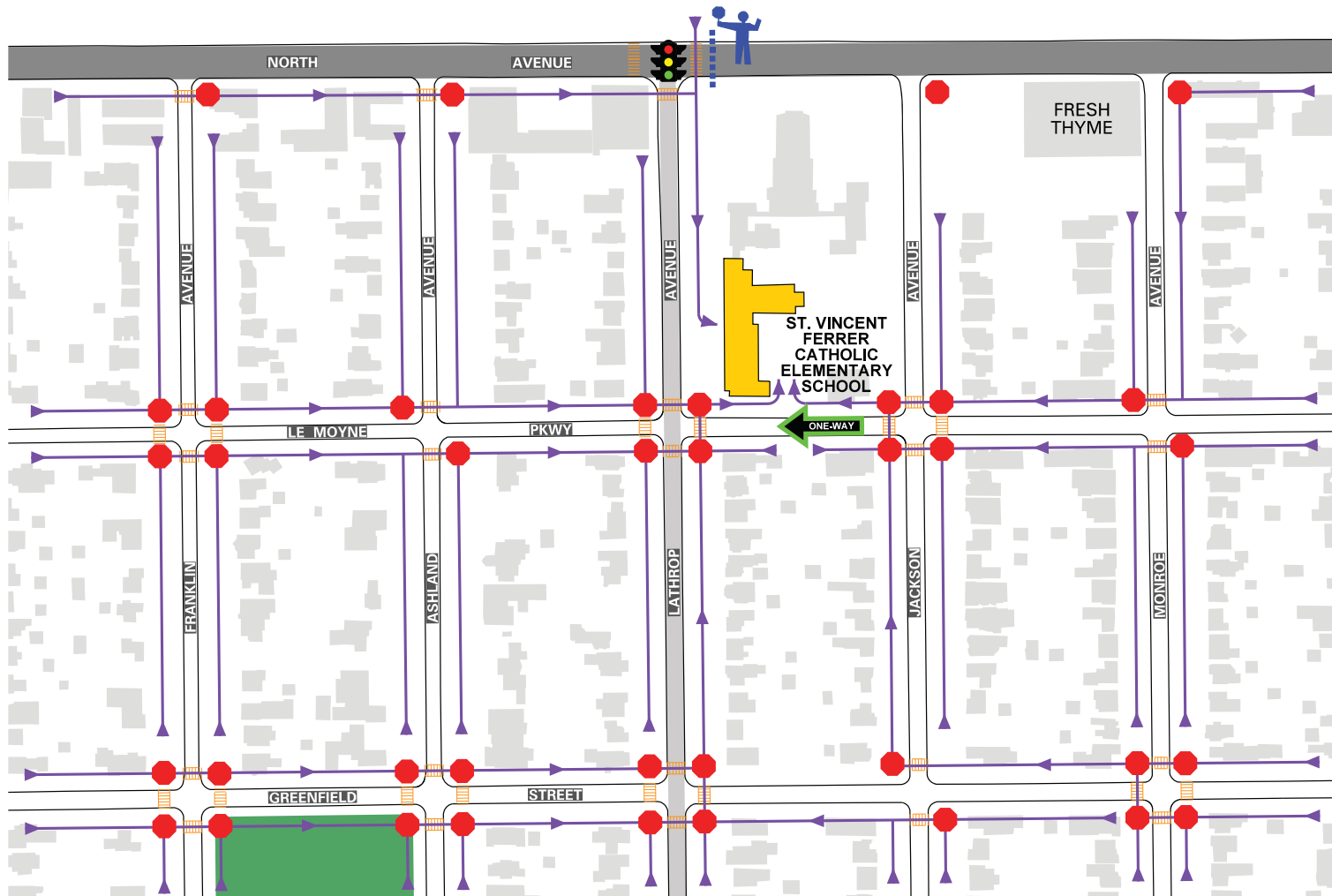
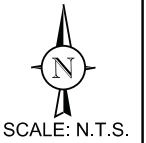
- SCHOOL WALKING ROUTE
- TRAFFIC SIGNAL
- STOP SIGN
- LED ENHANCED STOP SIGN
- CROSSING GUARD
- STANDARD CROSSWALK
- HIGH VISIBILITY CROSSWALK
- ONE-WAY STREET SCHOOL HOURS ONLY 7:30 AM-4:00 PM



FINAL



ST. LUKE PARISH SCHOOL – SAFE WALKING ROUTES TO SCHOOL



FINAL

LEGEND

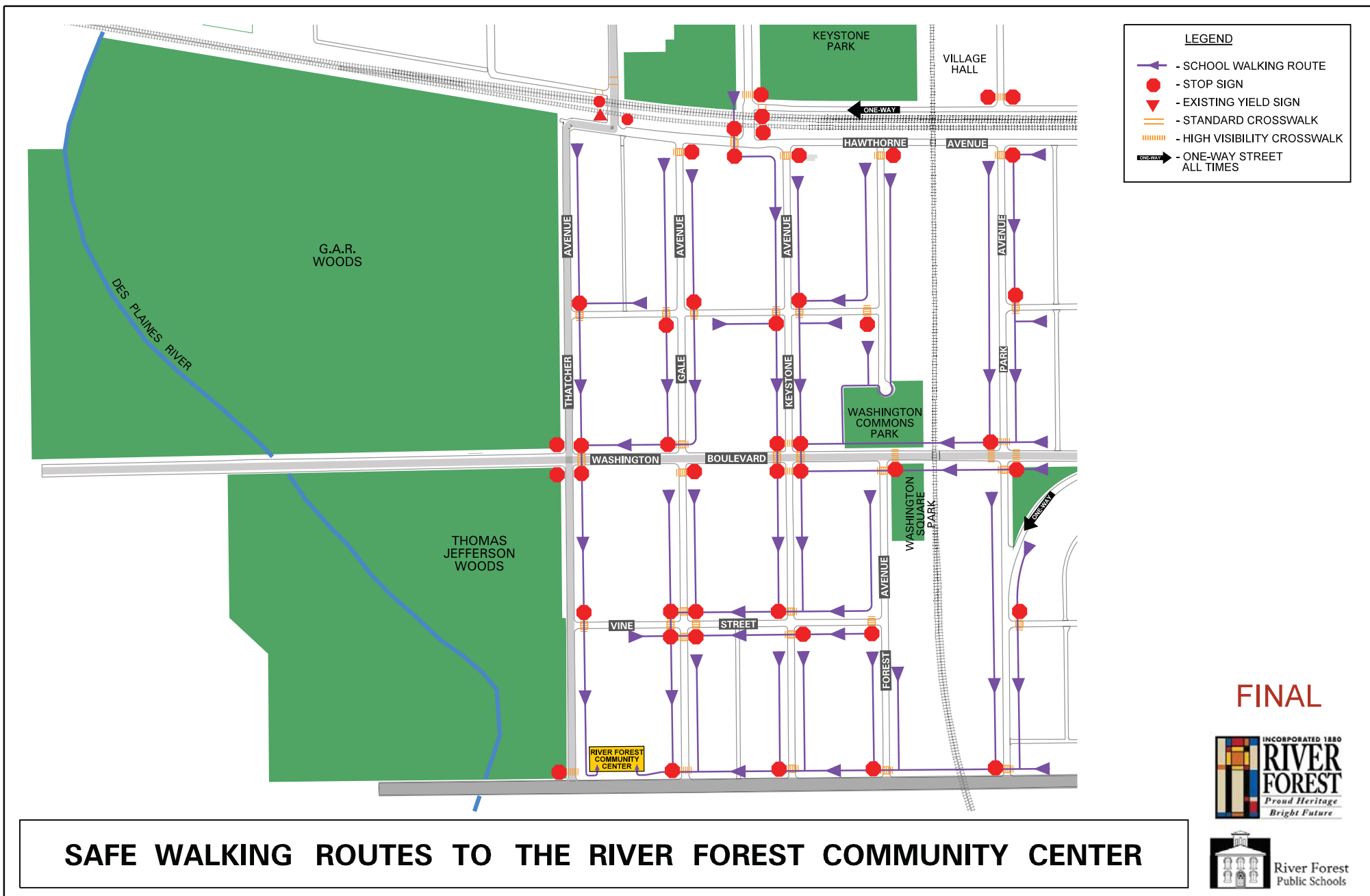
- SCHOOL WALKING ROUTE
- TRAFFIC SIGNAL
- STOP SIGN
- CROSSING GUARD
- STANDARD CROSSWALK
- HIGH VISIBILITY CROSSWALK
- ONE-WAY STREET
SCHOOL HOURS ONLY
7:30 AM-4:00 PM

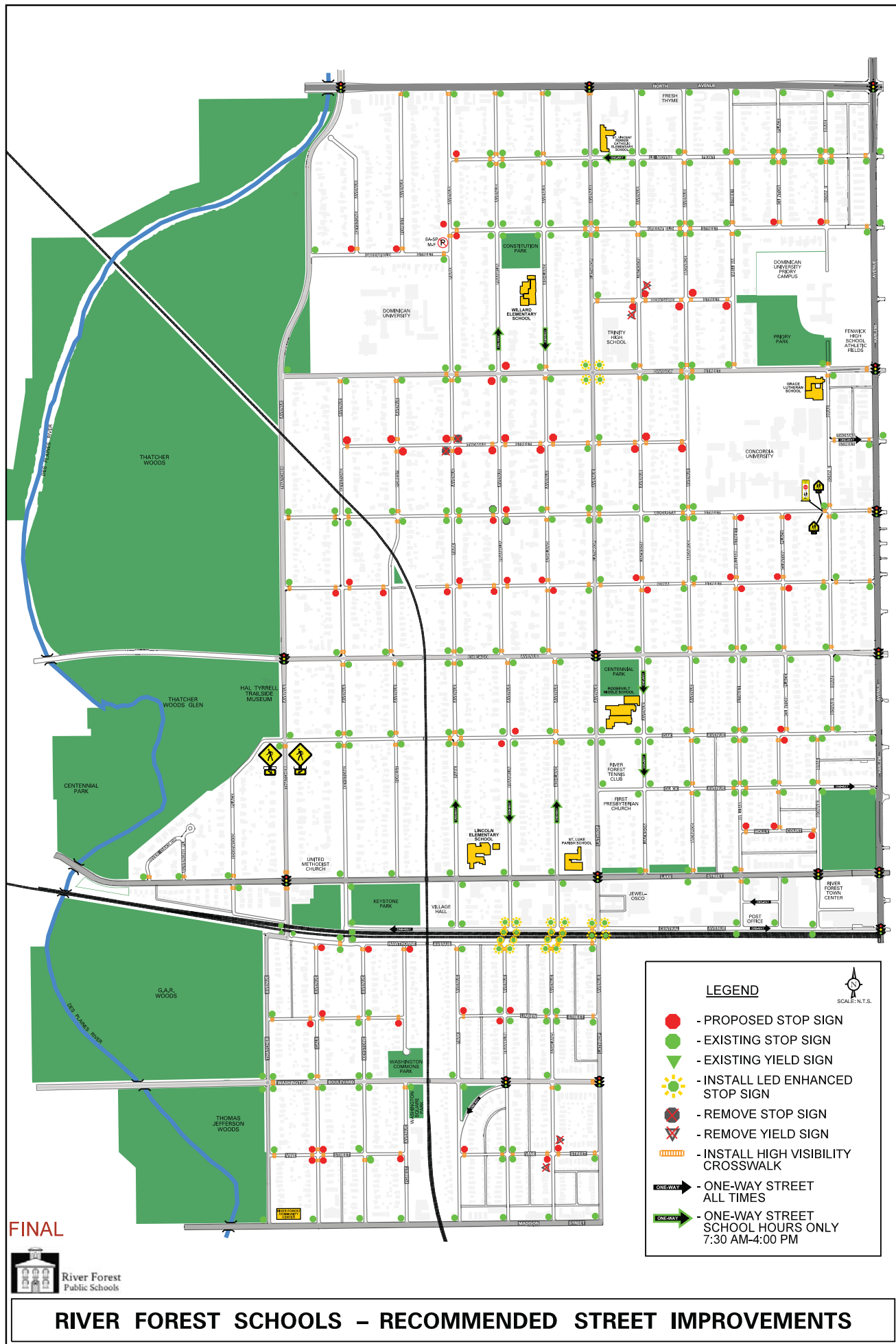


River Forest
Public Schools



ST. VINCENT FERRER CATHOLIC ELEMENTARY SCHOOL – SAFE WALKING ROUTES TO SCHOOL







Item #5

MEMORANDUM

DATE: November 18, 2020

TO: Traffic and Safety Commission

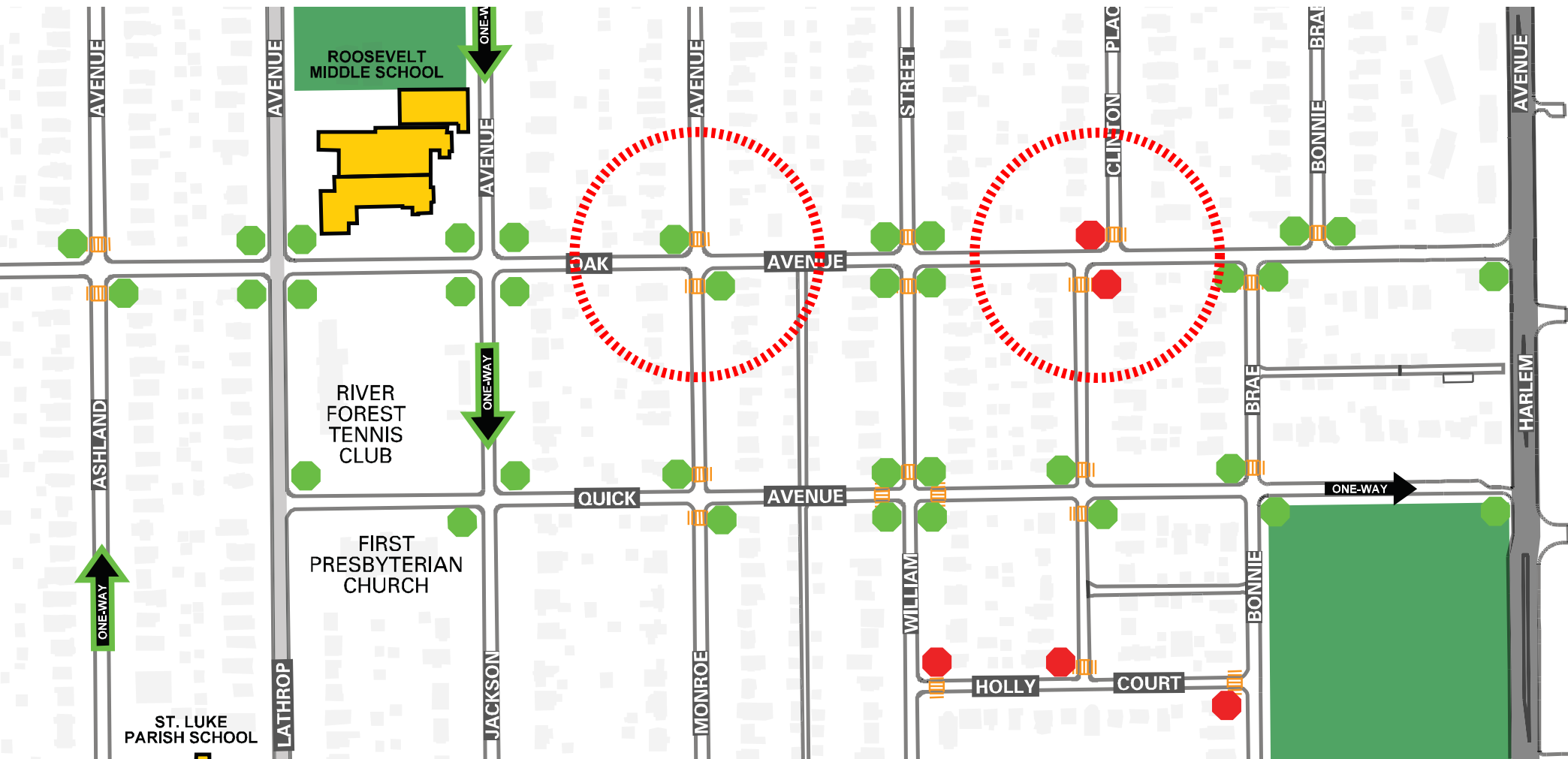
FROM: Jeff Loster, Village Engineer

SUBJECT: 4-way Stop at Oak/Monroe and Oak/Clinton

Issue: At the September 16, 2020 Traffic and Safety Meeting, the Commission discussed a request from Tyler Lamkey of 633 William Street to install a 4-way stop at the intersections of Oak/Monroe and Oak/Clinton. The Commission indicated that these requests should be expedited to the next meeting so that they can be addressed immediately.

Recommendation: Whether the Commission wishes to recommend modification to the signage at these intersections or not, a formal motion and vote will be needed for Village Board consideration.

Attachments: Area Exhibit
Traffic Data
Accident Data



COMMUNICATIONS

Call Time	Event ID	Rpt #	Street	Nature	Additi
06/20/2020 09	2000075824	2000533	OAK AVE/MONROE AVE	ACCIDENT PERSON	
05/08/2020 07	2000057130		OAK AVE/MONROE AVE	POWER LINES DOW	
07/24/2019 17	1900109848		OAK AVE/MONROE AVE	TRAFFIC STOP	
05/27/2019 15	1900077135		MONROE AVE/OAK AVE	CHECK CONDITION NO SEE	
11/07/2018 17	1800169667		OAK AVE/MONROE AVE	TRAFFIC STOP	
09/20/2018 21	1800144246		MONROE AVE/OAK AVE	SUSPICIOUS NOIS	
08/12/2018 22	1800122152		MONROE AVE/OAK AVE	SUSPICIOUS AUTO	
12/28/2017 10	1700197365		MONROE AVE/OAK AVE	RF FOOT PATROL	
12/12/2017 19	1700188979		MONROE AVE/OAK AVE	TRAFFIC STOP	
09/22/2017 07	1700144408	1701603	MONROE AVE/OAK AVE	ACCIDENT PROPER	
12/03/2016 20	1600161752		OAK AVE/MONROE AVE	RF FOOT PATROL	
10/21/2016 20	1600141113		MONROE AVE/OAK AVE	VIOLATION LOCAL	
07/06/2016 02	1688563		OAK AVE/MONROE AVE	SUSPICIOUS AUTO	
05/19/2016 13	1664664		OAK AVE/MONROE AVE	ANIMAL COMPLAIN	
05/18/2016 19	1664347		OAK AVE/MONROE AVE	ANIMAL COMPLAIN SEE	
02/08/2016 13	1617214		OAK AVE/MONROE AVE	TRAFFIC STOP	
01/04/2016 13	1601107		OAK AVE/MONROE AVE	STRAY ANIMAL	
10/19/2015 18	1535479		OAK AVE/MONROE AVE	SOLICITOR COMPL	
10/16/2015 19	1534303		MONROE AVE/OAK AVE	SUSPICIOUS INCI	
06/09/2015 07	15235064	15003797	OAK AVE/MONROE AVE	STRAY ANIMAL	
03/28/2015 23	15218428	15001880	OAK AVE/MONROE AVE	SUSPICIOUS PERS	
11/23/2014 20	14276108	14008868	OAK AVE/MONROE AVE	STRAY ANIMAL	
11/08/2014 15	14272941	14008506	OAK AVE/MONROE AVE	STRAY ANIMAL	
11/04/2014 14	14247671	14008401	OAK AVE/MONROE AVE	VIOLATION LOCAL	
03/03/2014 15	14208523	14001498	OAK AVE/MONROE AVE		

COMMUNICATIONS

Call Time	Event ID	Rpt #	Street	Nature	Additi
09/06/2020 18	2000113718		OAK AVE/CLINTON PL	RECKLESS DRIVIN	
07/23/2020 21	2000092136		OAK AVE/CLINTON PL	ROWDIES	
03/25/2020 17	2000042189		CLINTON PL/OAK AVE	CHECK CONDITION	
10/10/2019 11	1900152423		CLINTON PL/OAK AVE	SUSPICIOUS AUTO	
03/10/2019 15	1900034604		OAK AVE/CLINTON PL	TRAFFIC STOP	
01/20/2019 18	1900009494		CLINTON PL/OAK AVE	TRAFFIC STOP	
08/14/2017 05	1700121706		CLINTON PL/OAK AVE	ESCORT	
05/13/2017 07	1700068459		CLINTON PL/OAK AVE	ANIMAL COMPLAIN	
12/14/2016 16	1600166727		OAK AVE/CLINTON PL	TRAFFIC STOP	
08/06/2016 06	1600103318		CLINTON PL/OAK AVE	ANIMAL COMPLAIN	
07/06/2016 02	1688566		OAK AVE/CLINTON PL	SUSPICIOUS PERS	
04/10/2016 00	1645280		CLINTON PL/OAK AVE	TRAFFIC STOP	
09/30/2014 17	14242385	14007451	OAK AVE/CLINTON PL	CHECK CONDITION	
09/09/2014 18	14238924	14006810	OAK AVE/CLINTON PL	SUSPICIOUS AUTO	
08/23/2014 23	14236090	14006308	OAK AVE/CLINTON PL	HIT AND RUN	
08/15/2014 10	14234608	14006063	OAK AVE/CLINTON PL	STRAY ANIMAL	
07/28/2014 20	14231485	14005536	OAK AVE/CLINTON PL	SUSPICIOUS AUTO	
03/20/2014 17	14210792	14001914	OAK AVE/CLINTON PL	RECKLESS DRIVIN	

River Forest PD

Survey Summary

Survey Description

Survey Location	E/B Oak at Clinton	
Survey GPS Coordinates		
Survey Dates	Start	Stop
	Thursday, 9/17/2020 9:08 AM	Monday, 10/5/2020 12:55 PM
Posted Speed Limit	25 (mph)	
Traffic Zone	Normal	

Survey Result

Total Vehicle Count		15271		
	Traffic Direction	Closing	Away	Combined
		Undefined	Undefined	
	Vehicle Count	6883	8388	15271
Posted Speed Limit		25 (mph)		
	Vehicles Under the Speed Limit Count	2835	4428	7263
	Vehicles Under the Speed Limit Percentage	41.19%	52.79%	47.56%
	Vehicles Over the Speed Limit Count	4048	3960	8008
	Vehicles Over the Speed Limit Percentage	58.81%	47.21%	52.44%
Excessive Speed Threshold		35 (mph)		
	Vehicles Over the Excessive Speed Count	218	108	326
	Vehicles Over the Excessive Speed Percentage	3.17%	1.29%	2.13%
	Average Speed Over Limit	29.19 (mph)	28.6 (mph)	28.89 (mph)
Speed Profile				
	Average Speed	26.29 (mph)	25.24 (mph)	25.72 (mph)
	Minimum Speed	10 (mph)	11 (mph)	10 (mph)
	Maximum Speed	49 (mph)	46 (mph)	49 (mph)
	85th Percentile Speed	31 (mph)	29 (mph)	30 (mph)
	Standard Deviation	10 (mph)	9 (mph)	10 (mph)
	10 mph Pace	22-31 (mph)	21-30 (mph)	21-30 (mph)
	In Pace Count	4871	6188	11056
Data Recording Limits				
	Highest Speed Allowed	120 (mph)		
	Lowest Speed Allowed	10 (mph)		
	Minimum Following Time	0 Second(s)		

River Forest PD

Survey Summary

Survey Description

Survey Location	W/B Oak @ Monroe	
Survey GPS Coordinates		
Survey Dates	Start	Stop
	Thursday, 9/10/2020 12:34 PM	Monday, 10/5/2020 1:26 PM
Posted Speed Limit	25 (mph)	
Traffic Zone		

Survey Result

Total Vehicle Count		9018		
	Traffic Direction	Closing	Away	Combined
		Undefined	Undefined	
	Vehicle Count	4511	4507	9018
Posted Speed Limit		25 (mph)		
	Vehicles Under the Speed Limit Count	2900	2899	5799
	Vehicles Under the Speed Limit Percentage	64.29%	64.32%	64.3%
	Vehicles Over the Speed Limit Count	1611	1608	3219
	Vehicles Over the Speed Limit Percentage	35.71%	35.68%	35.7%
Excessive Speed Threshold		35 (mph)		
	Vehicles Over the Excessive Speed Count	48	47	95
	Vehicles Over the Excessive Speed Percentage	1.06%	1.04%	1.05%
	Average Speed Over Limit	28.42 (mph)	28.41 (mph)	28.42 (mph)
Speed Profile				
	Average Speed	23.76 (mph)	23.77 (mph)	23.76 (mph)
	Minimum Speed	10 (mph)	10 (mph)	10 (mph)
	Maximum Speed	45 (mph)	45 (mph)	45 (mph)
	85th Percentile Speed	28 (mph)	28 (mph)	28 (mph)
	Standard Deviation	8 (mph)	8 (mph)	8 (mph)
	10 mph Pace	19-28 (mph)	19-28 (mph)	19-28 (mph)
	In Pace Count	3117	3124	6241
Data Recording Limits				
	Highest Speed Allowed	120 (mph)		
	Lowest Speed Allowed	10 (mph)		
	Minimum Following Time	0 Second(s)		

Mr. Jeff Loster
Village Engineer
Village of River Forest
400 Park Avenue
River Forest, IL 60305

Dear Mr. Loster,

As we have discussed, the residents of the 0 block of Keystone Avenue face a number of traffic and safety issues related to traffic speed, parking and commercial deliveries to Good Earth Greenhouse.

While the issue of speed and traffic volume is the most serious regarding safety of the street's residents, especially the dozen children and their friends on the block, it has been somewhat temporarily mitigated by the impact of Covid-19 on commutation. To address this issue, we would like to mirror the Northwest section of the Village and turn Northbound Keystone at Madison into a Do Not Enter street. This will eliminate the speeding cars using Keystone as a means to escape Madison traffic, speeding school buses killing time until pick-up at The Community Center and eliminate the issue of large delivery trucks parking for hours along side of Good Earth Greenhouse, especially the semis that choose to back onto Keystone Ave from Madison, blocking traffic as they do so and presenting a traffic hazard to those attempting to turn onto Madison Ave from Southbound Keystone Ave. Do Not Enter would also relieve the heavy parking Keystone Ave encounters any time there are Forest Park festivities In The Park. The street is always filled with parking on both sides until 9 or 10 pm. This creates a very unsafe condition for street traffic and especially resident attempting to pull out of their driveways.

To address the issue of all day parking, every day, by employees of Good Earth Green House on the South end of Keystone Ave, especially the East side and to stop the use of Keystone for large truck deliveries to Good Earth Greenhouse – they have parking and a delivery gate on Madison Ave and in their own private parking lot – we would like the first 100' from Madison Ave North on the East side of Keystone designated No Stopping, Standing or Parking – with vigorous enforcement. This would impact only the West side of Good Earth Greenhouse and end at the Southern edge of 11 Keystone. The same could be added to the Western side of Keystone, as well, since there is regular employee parking there, as well. The Western side may need to be less than 100' as that would extend North of the lot line for 6 Keystone.

While we hope that all the issues will be addressed, and resolved, the No Stopping, Standing or Parking step seems to be the quickest to address. Your help and guidance from this point forward would be most appreciated. I us we since I have the verbal support 14 of the 21 residents on the 0 block of Keystone and firmly believe that most, if not all of the remaining will support both proposals. And if necessary, I have a significant number of time stamped pictures, including a series of the semi backing in, if they would be of help.

With kindest regards,

John Conmy
23 Keystone

Traffic and Safety Petition

No Parking, Stopping or Standing

We, the following resident of River Forest, request that the first 100' of Keystone Avenue North of Madison Avenue on the East side of Keystone Avenue and 50' on the West side be marked as **No Parking, Stopping or Standing**. We request this due to the safety issues that parking in this area, both cars and delivery trucks, presents. Parked cars and delivery trucks make it difficult to see traffic Westbound on Madison when attempting to turn off of Keystone Avenue and provides no road space for cars turning onto Keystone Avenue from Westbound Madison Avenue when there is one or more cars attempting to turn onto Madison from Keystone. A number of accidents have already occurred because of this congestion and lack of visibility.

There are the additional problems caused by commercial delivery trucks using the area in question when large semi-trailer trucks either back onto Keystone Avenue from Madison Avenue, leaving the nose of the truck blocking the Westbound lane of Madison Avenue or when large semi-trailer trucks turn onto Keystone Avenue from Madison Avenue, pulling North on Keystone Avenue to a point which blocks the driveway for the 1st 2 homes North of Madison Avenue.


Traffic and Safety Commission Petition

Requested Action(s): No Stopping, Standing or Parking Here To Corner

Name	Address	Date	Signature	Please Check One			
				Agree	Disagree	No Opinion	Unreachable
Shefaali Bickani	6 Keystone Ave	7-7-20	[Signature]	✓			
Hyunchoo Sora	10 Keystone Ave	7-2-20	[Signature]	✓			
Laura Farnum	14 Keystone Ave	7-2-20	[Signature]	✓			
Janice O'Connor	16 Keystone Ave	7-2-20	[Signature]	✓			
MIKE BRANCHMAN	22 Keystone Ave	7/2/2020	[Signature]	✓			
Laura Kelly	26 Keystone Ave	7/2/2020	[Signature]	✓			
[Signature]	30 Keystone Ave	7/2/2020	[Signature]	✓			
Cathy Layton	34 Keystone Ave	7/2/20	[Signature]	✓			
JAMIE THOMAS	38 Keystone Ave	7/2/20	[Signature]	✓			
SUSAN CHARBITE	42 Keystone Ave	7/2/20	[Signature]	✓			
[Signature]	46 Keystone Ave	7-2-20	[Signature]	✓			
Brian Palm	11 Keystone Ave	7-2-20	[Signature]	✓			
Terry Gards	15 Keystone Ave	7-4-20	[Signature]	✓			
[Signature]	19 Keystone Ave	7-2-20	[Signature]	✓			
Diane Conroy	23 Keystone Ave	7-1-20	[Signature]	✓			
Roy Cullen	27 Keystone Ave	7-1-20	[Signature]	✓			
[Signature]	35 Keystone Ave	7-2-20	[Signature]	✓			
Marin Lema	39 Keystone Ave	7/2/20	[Signature]	✓			
[Signature]	43 Keystone Ave	7/2/20	[Signature]	✓			
[Signature]	45 Keystone Ave	7/3/20	[Signature]	✓			
Beth Friedmann	31 Keystone Ave	7/2/20	[Signature]	✓			
Andrew Watzer	26 Keystone Av	7/6/20	[Signature]	✓			
Max Watzer	26 Keystone	7/6/20	[Signature]	✓			

Traffic and Safety Commission Petition

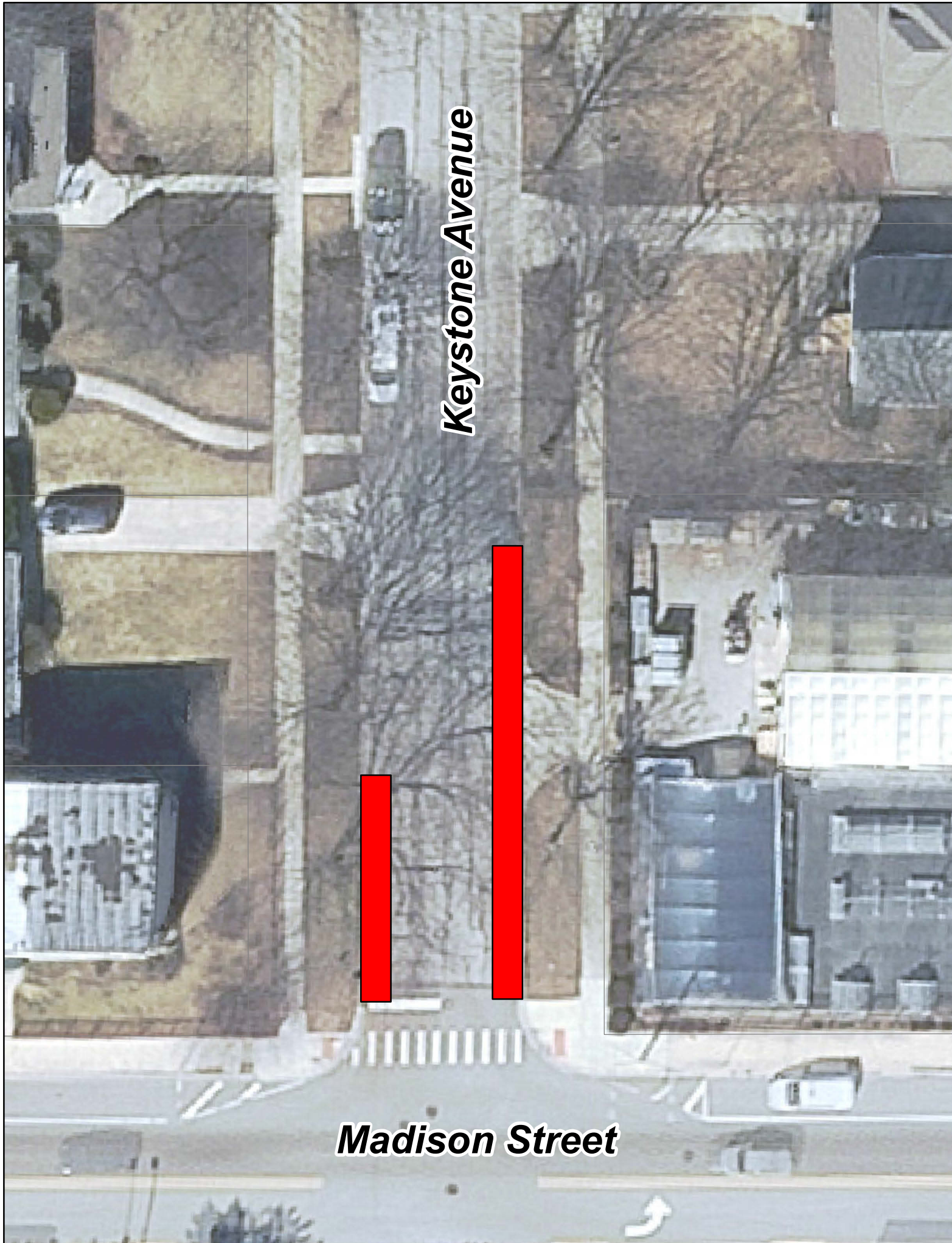
Requested Action(s): **No Stopping, Standing or Parking Here To Corner**

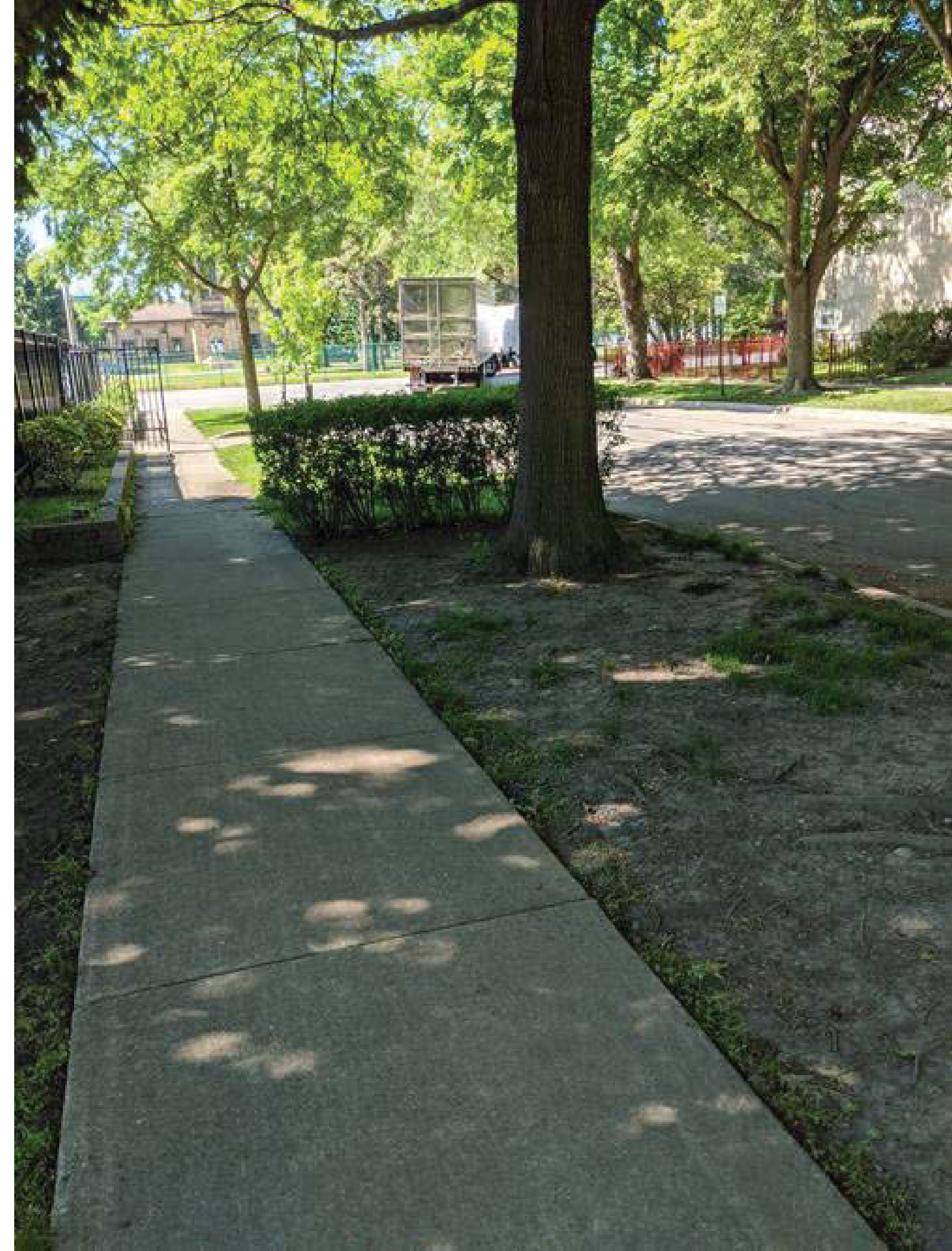
Name	Address	Date	Signature	Please Check One			
				Agree	Disagree	No Opinion	Unreachable
Amey Hiner	7952 Madison - 1E	7/25/20		X			
	7952 Madison - 1W						
Pete Caragher	7952 Madison - 2E	7/15	Pete Car	X			
	7952 Madison - 2W						
	7952 Madison - 3E						
	7952 Madison - 3W						
Green	7956 Madison - 1E	7/15					
	7956 Madison - 1W						
Pete Caragher	7956 Madison - 2E	7/15	Pete Car	X			
Szczesny	7956 Madison - 2W	7/25/20	A. Szczesny	X			
	7956 Madison - 3E						
Pete Caragher	7956 Madison - 3W	7/15	Pete Car	X			

20

Keystone Avenue

Madison Street















Jeff Loster

From: Michael Raymond
Sent: Thursday, September 10, 2020 1:35 PM
To: Jeff Loster
Cc: Martin Grill; James O'Shea
Subject: RE: Good Earth Greenhouse

Hi Jeff,

I pulled the data from the speed trailer today that was on Keystone since 01SEP20.

Marty should be able to download it and see what it looks like as far as traffic and speeds.

Also there were only about 3/5 cars (half residents/half non-residents) per day parked on the entire block of Keystone.

This week, including today, there were no cars parked anywhere on the block.

Hopefully this helps.

Regards,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Traffic and Safety Petition

Do Not Enter

We, the following resident of River Forest, request that **entry onto Keystone Avenue from Madison Avenue be prohibited**. We request this due to the safety issues that continue to increase as Keystone Avenue develops into a main North – South artery due to the ever growing congestion on Madison Avenue.

Speeding cars and an ever growing number of trucks are choosing Keystone Avenue as the “best way” North through the Village due to the stop sign at Washington Blvd., the underpass and the width of Keystone Avenue North of Lake Street.

With over 30 children living on just the 0 and 100 blocks of Keystone Avenue, driveways on all houses along the East Side of Keystone Avenue and Washington Park just steps away, the chance of a disastrous accident grows.

We feel that now is the time to act, before traffic volume returns to it's normal volume.

Traffic and Safety Commission Petition

Requested Action(s): Do Not Enter Northbound Keystone Ave from Madison Ave

Name	Address	Date	Signature	Please Check One			
				Agree	Disagree	No Opinion	Unreachable
BIDANI	6 Keystone Ave	7/2/20	<i>[Signature]</i>	✓			
Hyunchoo Sora	10 Keystone Ave	7/1/20	<i>[Signature]</i>	✓			
Laura Ferrara	14 Keystone Ave	7/2/20	<i>[Signature]</i>	✓			
Jaxine O'Connell	16 Keystone Ave	7-2-20	<i>[Signature]</i>	✓			
MIKE BRAUNMAN	22 Keystone Ave	7/2/20	<i>[Signature]</i>	✓			
	28 30 Keystone Ave Below						
Paula Reilly	28 30 Keystone Ave	7/2/2020	<i>[Signature]</i>	✓			
Cathy Lorton	34 Keystone Ave	7/2/20	<i>[Signature]</i>	✓			
SARAH THOMAS	38 Keystone Ave	7/2	<i>[Signature]</i>	✓			
Jimmy Lutz	42 Keystone Ave	7/2/20	<i>[Signature]</i>	✓			
Richard Nelson	46 Keystone Ave	7/2/20	<i>[Signature]</i>	✓			
Brian Bell	11 Keystone Ave	7-2-20	<i>[Signature]</i>	✓			
Tommy Highfill	15 Keystone Ave	7-2-20	<i>[Signature]</i>	✓			
Jason Goenka	19 Keystone Ave	7-2-20	<i>[Signature]</i>	✓			
Diane Conmy	23 Keystone Ave	7-1-20	<i>[Signature]</i>	✓			
Ray Cullen	27 Keystone Ave	7-1-20	<i>[Signature]</i>	✓			
Frank Rude	35 Keystone Ave	7-2-20	<i>[Signature]</i>	✓			
MARION HARNER	39 Keystone Ave	7/2/20	<i>[Signature]</i>	✓			
Danney Vassili	43 Keystone Ave	7/2/20	<i>[Signature]</i>	✓			
Elias Yanaki	45 Keystone Ave	7/3/20	<i>[Signature]</i>	✓			

Beth Friedman 31 Keystone 7/2/20 *[Signature]* ✓
 Max Walzer 26 Keystone 7/9/20 *[Signature]* ✓

Traffic and Safety Commission Petition

Requested Action(s): Do Not Enter Northbound Keystone Ave from Madison Ave

Name	Address	Date	Signature	Please Check One			
				Agree	Disagree	No Opinion	Unreachable
Mark Eggerding	102 Keystone Ave	7-3-20	[Signature]	X			
Kathy Eggerding	106 Keystone Ave	7-3-20	[Signature]	X			
Glen Weissenberger	110 Keystone Ave	7.2.20	[Signature]	X			
	114 Keystone Ave						
Leslie Ann Tuzi	118 Keystone Ave	7/2/2020	[Signature]	X			
Charles W. Harsh	122 Keystone Ave		[Signature]				
Tristan Henriksson	126 Keystone Ave	7/2/20	[Signature]	X			
Renee Schlan	130 Keystone Ave	7/2/20	[Signature]	X			
William K. K. K.	134 Keystone Ave	7/10/20	[Signature]	X			
Albert K.	138 Keystone Ave	7/23/2020	[Signature]	X			
Courtland Madan	142 Keystone Ave		[Signature]				
	146 Keystone Ave						
CHAO TSIZOUICH	101 Keystone Ave	7.2.20	[Signature]	X			
Saugatha Madhan	107 Keystone Ave	7.2.20	[Signature]	X			
Gregory McClelland	111 Keystone Ave	7/2/20	[Signature]	X			
CLAUDIO FARVER	115 Keystone Ave	7/23/20	[Signature]	X			
Kate Newman	119 Keystone Ave	7-10-20	[Signature]				
No	123 Keystone Ave				X		
	127 Keystone Ave						
DONA Werth	131 Keystone Ave	7/23/2020	[Signature]				

Traffic and Safety Commission Petition

Requested Action(s): Do Not Enter Northbound Keystone Ave from Madison Ave

Name	Address	Date	Signature	Please Check One			
				Agree	Disagree	No Opinion	Unreachable
Anthony Hines	7952 Madison - 1E	7/22/20	[Signature]	X		X	
	7952 Madison - 1W						
Caragher	7952 Madison - 2E	7/1/5	Pat Car	+			
	7952 Madison - 2W						
	7952 Madison - 3E						
	7952 Madison - 3W						
Green	7956 Madison - 1E	7/5					
	7956 Madison - 1W						
Caragher	7956 Madison - 2E	7/15/20	Pat Car	+			
Szczesny	7956 Madison - 2W	7/25/20	A. Szczesny	+			
	7956 Madison - 3E						
Caragher	7956 Madison - 3W	7/15/20	Pat Car	+			
BEN STRINODA	46 Forest Ave	7/10/2020	[Signature]	✓			
ANGELA SKALA	102 Forest Ave	7/10/20	[Signature]	✓			
Carolyn Palmer	47 Gale Ave	7/2/2020	[Signature]	✓			
John F. Bosk	103 Gale	7/2/20	[Signature]	✓			
	7925 Washington Blvd						
Matt Heffner	135 Keystone Ave	7/9/20	[Signature]	✓			
LYNN ZAROUSKI	139 Keystone Ave	7/9/20	[Signature]	✓			
Jason Cook	143 Keystone Ave	7/10/20	[Signature]	✓			

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: November 11, 2020

SUBJECT: Keystone Avenue – Traffic Evaluation
000 Block of Keystone Avenue
River Forest, Illinois

This memorandum summarizes the results of a traffic evaluation conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the roadway segment of Keystone Avenue between Madison Street and Vine Street in River Forest, Illinois. The purpose of this study was to examine the existing roadway characteristics, evaluate the traffic counts and speed surveys collected by the Village of River Forest, and determine if a “Do Not Enter” sign should be placed at the south end of Keystone Avenue, prohibiting turning movements from Madison Street onto Keystone Avenue. **Figure 1** shows an aerial view of the study location. All figures and tables referenced in this memorandum are included in the Appendix of this memorandum.

Existing Roadway Characteristics

Keystone Avenue is an approximately 28-foot wide local roadway that is under the jurisdiction of the Village of River Forest and has a posted speed limit of 25 miles per hour. The 000 hundred block of Keystone Avenue extends between Madison Street (minor arterial street) and Vine Street (local street). Between Madison Street and Vine Street, Keystone Avenue provides one through lane in each direction. Parking permitted on both sides of the roadway. It should be noted that signage is provided on the south end of the block restricting parking to 2-hours only Monday through Friday, however, it is unclear where this restriction ends. Additionally, residential homes front both sides of Keystone Avenue and each home has individual driveways. Madison Street has an at-grade railroad crossing 600 feet east of Keystone Avenue. Furthermore, Keystone Avenue has an intersection with Washington Boulevard which has a grade separated railroad crossing 600 feet east of Keystone Avenue.

At its unsignalized intersection with Madison Street, Keystone Avenue provides a shared left/right-turn lane under stop-sign control and a high visibility crosswalk. Madison Street provides one travel lane in each direction separated by a two-way left-turn lane. Left-turning movements from Madison Street onto Keystone Avenue are prohibited from 7:00 to 9:00 A.M. and 4:00 to 6:00 PM Monday through Friday.

At the intersection of Keystone Avenue with Vine Street, the Keystone Avenue approaches are under stop-sign control and a high visibility crosswalk is provided on the south leg of the intersection. Photos of this roadway segment of Keystone Avenue are provided in **Figure 2** through **5**, included in the Appendix.

Existing Traffic Counts and Speed Data Summary

In order to determine the existing traffic volumes and travel speeds along the 000 block of Keystone Avenue, the Village of River Forest performed traffic count and speed surveys between 3:08 P.M. on Tuesday, September 1, 2020 and 9:41 A.M. on Thursday, September 10, 2020. It should be noted that the traffic counts and speed surveys were collected using a speed trailer that was parked along the roadway and that this data was collected during the ongoing Covid-19 pandemic which may have an impact on existing traffic volumes, particularly during the weekday morning and weekday evening peak periods and during typical Proviso East High School arrival and dismissal periods. The collected data provides the speed of each vehicle and a daily traffic count, and also determined the direction of travel of each vehicle.

The results of the traffic count data indicated the roadway segment carried a total of 4,385 vehicles over the approximately nine-day period which averages approximately 488 vehicles per day. Furthermore, the results of the traffic count data indicated that there was an even distribution between northbound and southbound vehicles with approximately 50 percent of the total daily vehicles traveling northbound and 50 percent of the total daily vehicles traveling southbound.

The results of the speed data were summarized in two ways. First, the average speed was calculated which defines the median or typical speed traveled by vehicles. Second, 85th percentile speed was calculated, which is the speed at which 85 percent of the motorists drive at or below and is a benchmark that traffic engineers use to determine speed limits. The results of the speed data indicated that the average speed of both northbound and southbound vehicles was approximately 24 miles per hour and the 85th percentile speed for both northbound and southbound vehicles was 28 miles per hour. It should be noted that approximately 22 vehicles (combined northbound and southbound directions) or 0.5 percent of the total vehicles was observed traveling faster than 35 miles per hour.

Traffic Count and Speed Data Comparison

Due to the ongoing Covid-19 pandemic, the results of the 2020 traffic count and speed data were compared to traffic counts and speed data previously conducted by the Village of River Forest in July 2017. The results of the 2017 traffic counts indicated that the 000 Block of Keystone Avenue carried an average daily traffic volume of 470 vehicles with approximately 52 percent of the total daily vehicles traveling northbound and 48 percent of the total daily vehicles traveling southbound.

Additionally, the results of the 2017 speed data indicated that vehicles traversing the 000 hundred block of Keystone Avenue had an average speed of 24 miles per hour with an 85th percentile speed of 28 miles per hour. As such, the results of the 2020 traffic counts and speed data is consistent with the 2017 traffic count and speed data previously collected by the Village of River Forest.

Evaluation of Traffic Count Data

Based on *Residential Streets*, Third Edition¹, residential roads typically have a daily volume between 400 and 1,500 vehicles. Therefore, the traffic volumes along the 000 block of Keystone Avenue are well within, and at the lower end, of the acceptable range for residential roads. Additionally, the daily traffic volumes are similar in the northbound and southbound directions, which indicates that if cut-through traffic is occurring along Keystone Avenue it is likely limited. If cut through traffic was occurring, there would be higher volume of traffic seen in one direction of travel.

As such, the results of the traffic count data suggest that this roadway does not carry a high volume of passenger vehicle or commercial traffic, and that cut-through traffic is minimal. Furthermore, the volumes on Keystone Avenue meets the requirements of River Forest Comprehensive Plan dated November 2003 which states that local streets are not designed to accommodate high volumes of traffic, local streets should be protected from high traffic volumes and cut-through traffic and commercial traffic should be minimized on local streets.

Evaluation of Speed Data

The main factors affecting travel speeds are the roadway's physical and operating characteristics including width of road, number of travel lanes, hills, curves, roadway surface, and length of free-flow conditions. Many of these attributes are fixed along a roadway's infrastructure and are generally difficult and/or costly to change. Courts typically only uphold tickets when they are 8 to 10 mph over the speed limit and as such, 85th percentile speed within five miles per hour are typically considered accepted or reasonable. As can be seen, vehicles traversing the 000 hundred block of Keystone Avenue had an average median speed of 24 miles per hour with an average 85th percentile speed of 28 miles per hour.

Therefore, the results of the speed data indicated that vehicles traversing Keystone Avenue had an observed average speed of approximately 24 miles per hour which is within one mile per hour less than the posted speed limit. Additionally, the observed 85th percentile speed along Keystone Avenue of approximately 28 miles per hour is only three miles per hour over the 25-mph speed limit and within the acceptable range for similar type roads. As such, the travel speeds along Keystone Avenue are reasonable and within the range of typically acceptable speeds.

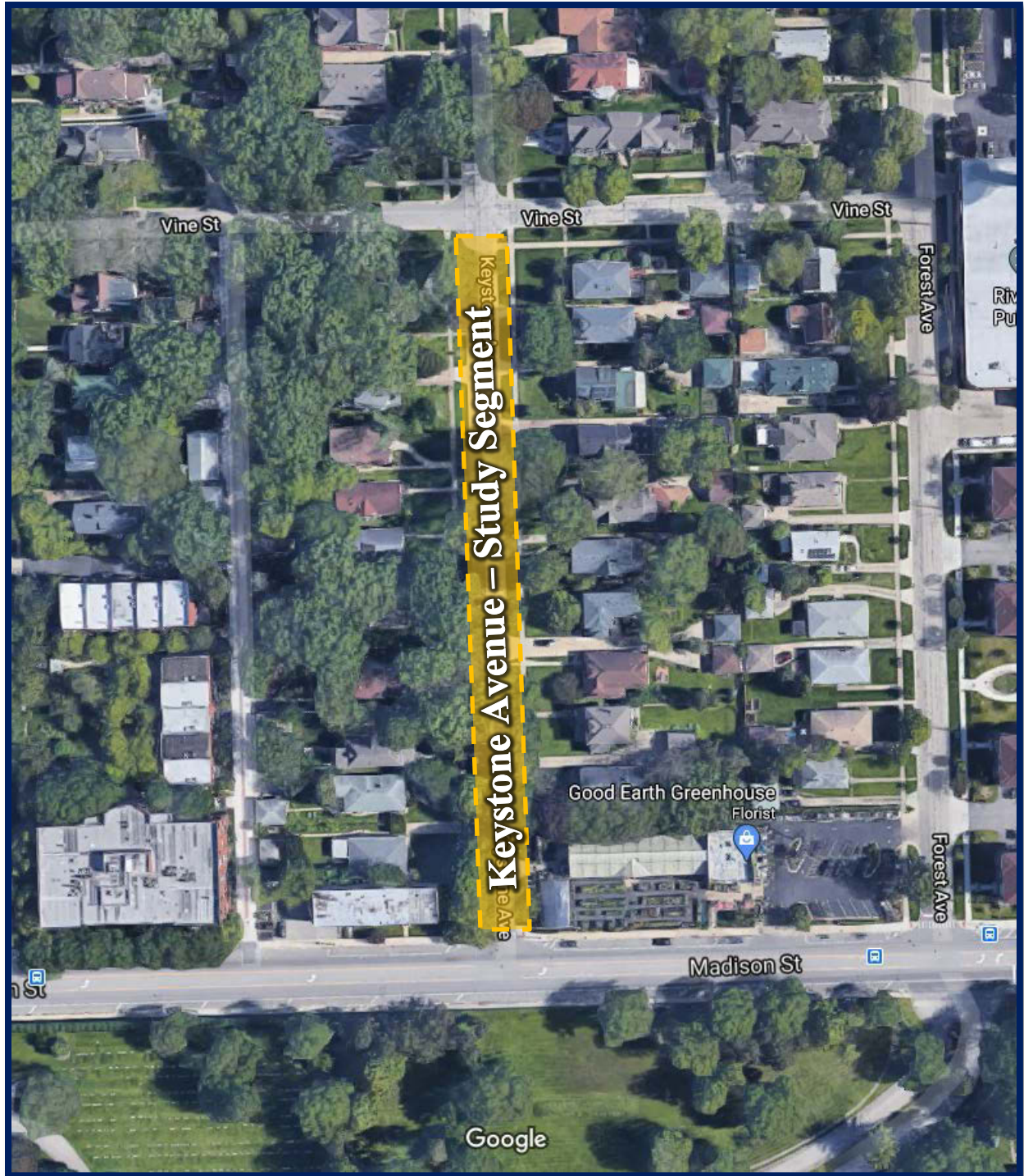
¹ *Residential Streets*, Third Edition was developed by the National Association of Home Builders (NAHB), the American Society of Civil Engineers (ASCE), the Institute of Transportation Engineers (ITE), and the Urban Land Institute (ULI).

Conclusion and Recommendations

A review of the existing traffic volumes and speed surveys as well as the roadway's physical and operating conditions indicates that the roadway segment is experiencing traffic volumes and travel speeds that are within accepted standards. Therefore, the provision of "Do Not Enter" signs to prevent northbound traffic from Madison Street are not necessary along the roadway segment of Keystone Avenue between Madison Street and Vine Street.

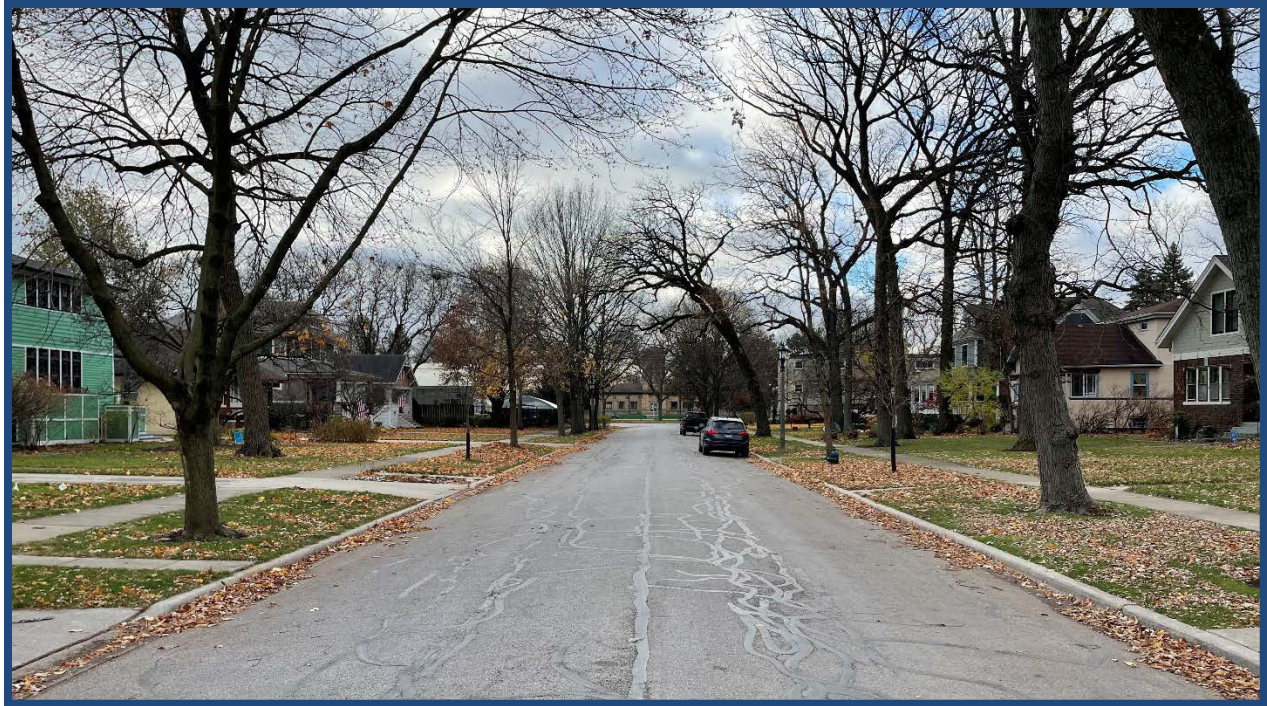
Furthermore, it should be noted that this roadway segment was previously evaluated by KLOA, Inc. in October 2017 to determine how the roadway is currently operating and if any traffic calming improvements, including the use of temporary speed bumps, are required. The results of this evaluation indicated that the provision of traffic calming measures, including the use of temporary speed bumps, were not necessary.

Appendix



Aerial View of Study Location

Figure 1



00 Hundred Block of Keystone Avenue Looking South

Figure 2



00 Hundred Block of Keystone Avenue Looking North

Figure 3



Intersection of Keystone Avenue with Madison Street Looking South

Figure 4



Intersection of Keystone Avenue with Vine Street Looking North

Figure 5



Item #7

MEMORANDUM

DATE: November 18, 2020

TO: Traffic and Safety Commission

FROM: Jeff Loster, Village Engineer

SUBJECT: Crosswalk Installation – Hawthorne Avenue at Thatcher Avenue

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





Item #8

MEMORANDUM

DATE: November 18, 2020

TO: Traffic and Safety Commission

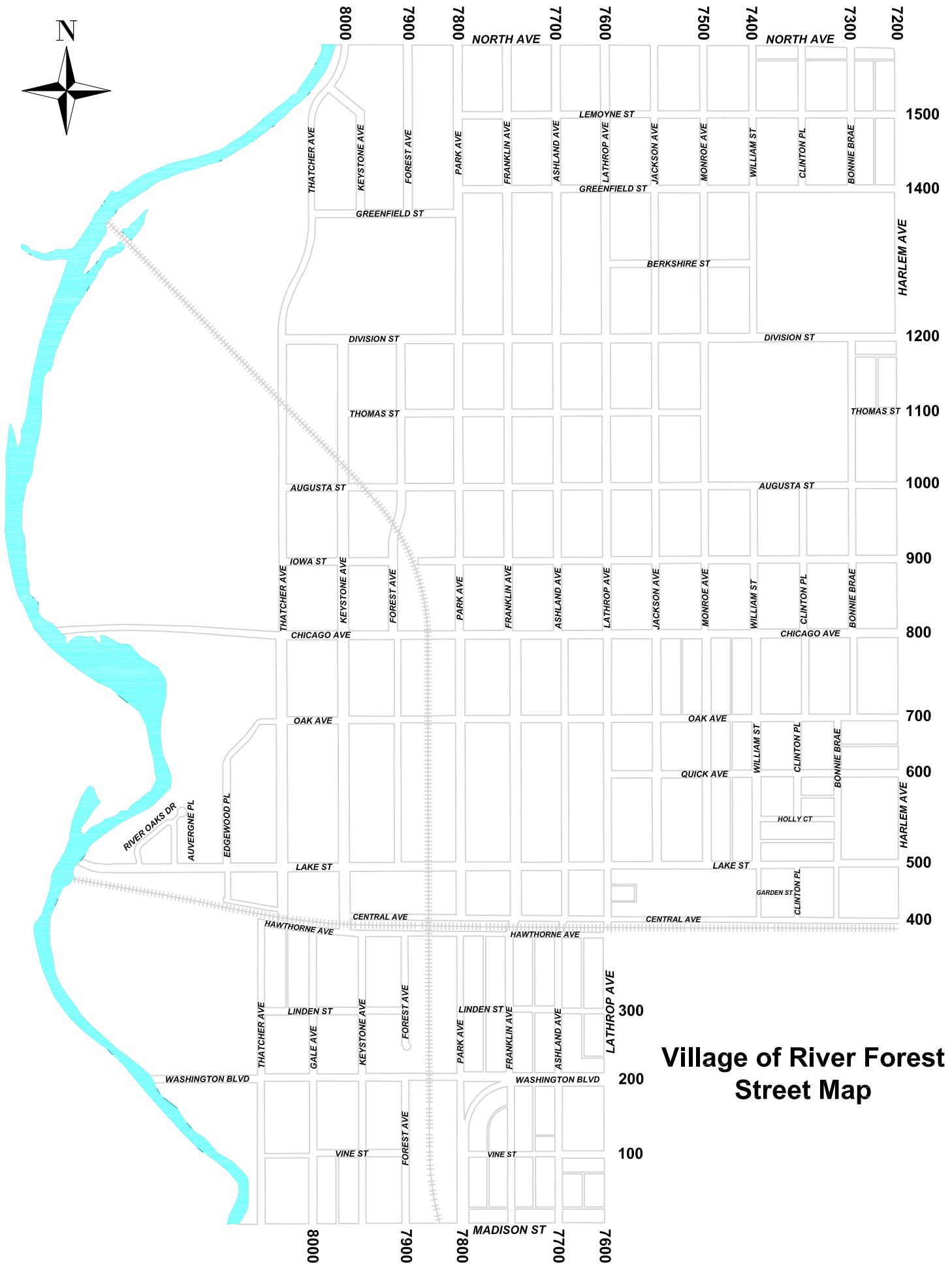
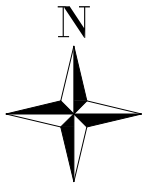
FROM: Jeff Loster, Village Engineer

SUBJECT: Village-Perimeter Intersection Study Discussion

Issue: At the September 16, 2020 Traffic and Safety Meeting, the Commission discussed the possibility of conducting a study of select intersections along portions of the River Forest border. There are concerns regarding traffic interactions on Harlem Avenue between North and Division and on North Avenue between Lathrop and Harlem – though there may be more intersections in need of study in order to move forward.

Recommendation: If the Commission wishes to recommend a study of the identified intersections (or more) a motion/vote and official recommendation will need to be made for the Village Board to approve or reject.

Attachments: Village Street Map
Accident Summary
Accident Data



Village of River Forest Street Map

Intersection	Accidents By Year						
	2014	2015	2016	2017	2018	2019	2020
North/Lathrop	10	11	8	5	9	7	6
North/Jackson	2	7	5	4	7	5	5
North/Monroe	2	4	3	4	6	0	3
North/William	Not Available	Not Available	Not Available	Not Available	6	7	1
North/Clinton	3	1	3	9	4	3	0
North/Bonnie Brae	5	1	3	2	1	3	0
North/Harlem	Not Available	Data Incomplete	Data Incomplete	30	25	19	14
Harlem/LeMoyne	Not Available	Not Available	Not Available	Not Available	3	1	4
Harlem/Greenfield	Not Available	Not Available	Not Available	Not Available	8	4	4
Harlem Division	Not Available	Not Available	Not Available	Not Available	14	12	8



Item #9

MEMORANDUM

DATE: November 18, 2020

TO: Traffic and Safety Commission

FROM: Jeff Loster, Village Engineer

SUBJECT: Traffic Control Device Feedback

Issue: Over the past several months, the Village Board and the Traffic and Safety Commission have both discussed the tools utilized within the Village to help control speed and/or provide safer roadways for drivers and pedestrians. To that end, the Village Board is seeking Traffic and Safety Commission feedback and the methods currently used as well as any that the Commission would like to see used in the future.

Analysis: The Village of River Forest currently utilizes multiple means and methods to help provide greater driver awareness in an effort to make roadways safer for other drivers as well as pedestrians. These devices are considered those **beyond** standard signage such as a stop sign or typical (non-flashing) crosswalk sign. Those currently used to achieve this goal include the following:

1. Flashing Stop Sign
2. Flashing Crosswalk Sign (flashing perimeter vs. alternating bi-light)
3. In-Pavement Crosswalk Sign
4. Pole-Mounted Flashing Radar Feedback Sign
5. Trailer-Mounted Radar Feedback Sign
6. Curb Bump-Outs

The Village Board and Staff are seeking the input of the Traffic and Safety Commission on these methods for creating driver awareness and any preferences for prioritization. Along with the aforementioned items, additional feedback is sought regarding any other methods that the Commission would like to see utilized in the future.

Recommendation: Staff is seeking general feedback on these items. A formal recommendation is not needed at this time.

Attachments: Device Exhibits

