



VILLAGE OF RIVER FOREST TRAFFIC AND SAFETY COMMISSION MEETING

Wednesday, May 17, 2023 – 7:30 PM

AGENDA

Physical attendance at this public meeting is limited to 50 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: bkoclanis@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: 840 8180 7543 and passcode 394052 or by clicking here:

<https://us02web.zoom.us/j/84081807543?pwd=QmRmVjJVTXlnOFIUS1dLNlFGTUx1Zz09> . If you would like to speak during public comment or if you wish to participate in-person at Village Hall, please email bkoclanis@vrf.us by 4:00 PM on Wednesday, May 17, 2023.

1. Call to Order/Roll Call
2. Adoption of minutes from the Traffic and Safety Commission Meeting held on July 26, 2022
3. Adoption of minutes from the Traffic and Safety Commission Meeting held on November 16, 2022
4. Adoption of minutes from the Traffic and Safety Commission Meeting held on March 15, 2023
5. Public Comment
6. Discussion of Northeast Traffic Study Improvements
7. Adjournment



VILLAGE OF RIVER FOREST TRAFFIC AND SAFETY COMMISSION MEETING MINUTES

Tuesday, July 26, 2022 – 7:30 PM

A regular meeting of the River Forest Traffic and Safety Commission was held on Tuesday, July 26, 2022 at 7:30 P.M.

Roll Call and Call to Order

The meeting was called to order at 7:30 PM. Present at this meeting were Commissioner Chase, Commissioner Gillis, Commissioner Karrow and Commissioner Osga.

Commissioner Gillis makes a motion to approve the minutes from May 18, 2022, Commissioner Chase seconded the motion. All commissioners voted to approve the minutes from the May 18, 2022, Traffic and Safety Meeting. The motion passed.

Jeff Loster, Director of Public Works and Development Services, introduces the Village's Transportation Engineering Consultant, Kenit, Lindgren, O'Hara, Aboona, Inc. (KLOA) to present their findings and recommendations regarding the Northeast Traffic Study that was performed.

Michael Werthmann from KLOA introduces himself and presents the study that was performed, including data collected, findings and recommendations.

Commissioner Osga requests that all comments from the public be withheld until the KLOA presentation is completed.

Michael Werthmann completes his presentation and the Commission receives public comment. The public comment made by residents that are present are all in support of traffic calming measures being implemented, however, those present feel that the measures identified in the KLOA report are not adequate in addressing the cut-through traffic that they experience.

There are further questions expressed by the public regarding the validity of the data collected and general indication that the data collected is not aligned with the volumes and speeds of traffic that is experienced by them. Additional public comment includes the following:

- a) There are cars turning left during evening rush-hour, even though signage is in-place.
Once traffic backs-up, additional cars start turning left
- b) LeMoyné should be a dead-end
- c) Bonnie Brae should be a dead-end
- d) Signage does not work
- e) Fenwick athletic events leads to excessive parking on Division/Greenfield and will likely get worse as the utilize the property more in the future

The Commission discusses the findings of the report and public comment that was provided to discuss potential implementation measures that can be considered.

Included in the Commission discussion are the following elements:

- a) Installation of a cul-de-sac at Bonnie Brae, just south of North Ave, that would still allow businesses to operate during rush hours
- b) Installation of “pork chops” at Clinton Place and William St at their intersections with North Ave
- c) Making LeMoyne on-way (east) from Bonnie Brae to Harlem to stop eastbound cut-through traffic
- d) Parking on William near Fresh Thyme – the recommendation in the KLOA study to remove the loading zone restriction on the west side of Monroe would make it difficult for Fresh Thyme delivery trucks to enter the loading dock off of Monroe Ave
- e) Installation of a “pork chop” on Monroe Ave
- f) Signage alone is not effective
- g) No left-turn restriction from Harlem to Greenfield – 24/7
- h) A good selection of traffic calming tools is needed for future considerations – ones that align with public safety and Public Works needs

Commissioners Osga and Gillis agree that the cut-through traffic in the northeast corner of the Village is substantial and that the recommendations from the KLOA report are not adequate in addressing the issue.

Commissioner Osga makes a motion to table the discussion until the next Traffic and Safety Commission Meeting in order to further review the recommendations from KLOA and consider the public comment that was made this evening. Commissioner Karrow seconded the motion. All commissioners voted to table the remaining discussion. The motion passed.

The Commission also requests that Village Staff send a letter to Fenwick in the meantime in an effort to convey concerns about parking (busses and visitor vehicles) along Greenfield.

An additional request of KLOA was made by the Commission to provide additional and more substantial improvement options beyond those that are identified in the KLOA report, such as cul-de-sacs, right-in/right-outs and bump outs for further consideration at the next Traffic and Safety Commission Meeting.

A motion was made and seconded to adjourn the meeting. All commissioners voted in favor of the motion. Motion passed.

Respectfully Submitted:

Signature Line

Bill Koclanis, Secretary

Signature Line

Doug Rees, Chairman
Traffic & Safety Commission

Date: -----

DRAFT



VILLAGE OF RIVER FOREST TRAFFIC AND SAFETY COMMISSION MEETING MINUTES

Wednesday, November` 16, 2023 – 7:30 PM

A regular meeting of the River Forest Traffic and Safety Commission was held on Wednesday, November 16, 2022, at 7:30 P.M.

Roll Call and Call to Order

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

Chairman Rees suggests starting the meeting with Genevieve Bensinger's request.

Public Comment

Genevieve Bensinger lives on Edgewood and is concerned about southbound traffic on Thatcher slowing down to let people use the crosswalk while other cars behind the lead car use the parking lane to pass the slowing vehicle. She would like bollards installed in the parking lane at the crosswalk to limit traffic driving in the parking lane.

Commissioner Osga asks if there is striped parking on the street. Suggests striping parking and a sign saying no driving in parking lane.

Jeff Loster says the bollards are seasonal and are removed for snow plowing purposes.

Commissioner Osga makes a motion to install bollards in the spring. Commission Chase seconds the motion, the motion passes.

Dale Jones 632 Clinton has concerns about cyclist ignoring stop signs and one-way streets. Spoke to former deputy chief about this issue and he said the police do not write tickets to cyclists because the judge throws out the tickets.

Chairman Rees wants bicycle safety discussed in the newsletter.

Jeff Loster discusses northeast corner improvements being installed in the next couple of weeks.

Commissioner Hoyt asks when the GPS picks up on the changes in the northeast quadrant.

Jeff Loster says Trustee Erica Bachner has reached out to Google about the changes.

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

Bill Koclanis, Secretary

Signature Line

Doug Rees, Chairman
Traffic & Safety Commission

Date: -----

DRAFT



VILLAGE OF RIVER FOREST TRAFFIC AND SAFETY COMMISSION MEETING MINUTES

Wednesday, March 15, 2023 – 7:00 PM

A regular meeting of the River Forest Traffic and Safety Commission was held on Wednesday, March 15, 2023, at 7:00 P.M.

Roll Call and Call to Order

The meeting was called to order at 7:00 P.M. Present at this meeting were Commissioner Rees, Commissioner Gillis, Commissioner Hoyt, Commissioner Chase, Commissioner Osga.

Chairman Rees adopted a motion to approve the minutes from September 21, 2022, Commissioner Chase seconded the motion.

All commissioners voted to approve the minutes from the September 21, 2022, Traffic and Safety Commission Meeting.

Public Comment

Chairman Rees stated this is the issue of the northeast corner particulars and is something that we, on the committee, have dealt with for several meetings. Been advised that there hasn't been adequate notice but doesn't want to dispute that as there are a variety of ways the Village gives notice of issues.

Chairman Rees stated that this commission makes non-binding recommendations to the Village Board. You also may know that there's currently a Village wide study going on. In my own opinion, I think it is unlikely that we will make any radical recommendations tonight. We do want to hear from people and eventually we may make some modest recommendations tonight even though these changes are rarely irrevocable and a work in progress. We try to do incremental change and that's why some of the barriers in that quadrant of the Village are done on a temporary basis to see how they are working out.

Chairman Rees asked if any members of the Commission have any comments before he turns it over for public comment.

Commissioner Osga stated that he has been on this Commission since 2006, done a lot of work and we have been talking about this quadrant for 10 years at least. I started about a year ago and I just want to give you guys the background so you know what happened here. Had a study done by consultants that made a recommendation of traffic calming measures. 90% of the time the Board listens to what the consultant has to say. This time they did not because the contingency that was in the room had different opinions, the Commission decided to go a step further.

Jeff Loster, Director of Public Works and Development Services, clarified that the northeast study was completed. There is a on-going Village wide study currently going on and one component of that study is a Village wide survey. Results are still coming in and will clear some of the data collection phase of what we need to look at and where. So far 865 responses have been received over the last month and have another week or so to collect data. Data will be analyzed when completed to help dictate where we continue to look as part of the Village wide study.

Patrick Berg, Resident at 1415 Clinton Avenue, talked about his ride share experience with driving down the alley which is a nightmare due to traffic.

Commissioner Gillis asks Mr. Berg how feels about the barricades at the end of Clinton. Mr. Berg responds he is not infatuated with them.

Monica & George Vukotich, 1408 Bonnie Brae Place, Mr. Vukotich indicated that traffic is a challenge and accidents happen in front of his house. He stated in the last few months accidents have reduced. Mrs. Vukotich has a business at 7765 North Avenue, between Park & Franklin. There are many accidents that happen in front of her business. The business has small parking lot which is very difficult to get in and out. She is telling her customers about the changes.

Sherri Cozzi, 1521 Bonnie Brae Place, stated that this has created more of a problem to close off Bonnie Brae and other streets. Alleys are crazy now and it is hard to park in her building parking lot.

Kent Kirk, 1335 William Street, stated as result of two streets to his east, north south being closed, created an increase traffic flow on William.

Chairman Rees acknowledged that when one street is closed adjacent streets get increase traffic.

Giuseppina Nucifora, 1415 Clinton Place, barriers have consequences and are an inconvenience. Cars are using alleys which create new problems.

Chairman Rees asks residents to focus on their comments for Greenfield and Le Moyne if to keep barriers in place, change/alter as they would be more helpful.

Stephanie Petersmarck, 1401 Clinton Place, new to Village, lives at intersection of Clinton & Greenfield. Watches a lot of traffic. Would like slowed and safer streets. Concerned about partial barricades blocking cars cutting off major streets, accidents and first responder access which is crucial. Would like barricades removed immediately.

Ines Lau, 1418 Clinton Place is against the barricades

Ken Heiferman, 7973 Chicago Avenue, agrees with being opposed to barricades. Sister has dental practice on North Avenue and patients are upset about parking.

Pete Tomhras, 1515 Jackson Avenue, barricades are unacceptable and people think they live in criminal neighborhood wants barricades removed.

Ed Kemper, 1423 Bonnie Brae Place, 500 block of Franklin has a lot of trucks, high speed and congestion. He is against barriers and drives 10 extra blocks to get to his house like other residents every day.

Dr. Constantine Politis, 1224 Ashland Avenue, long time resident. Traffic safety issues have not improved but deteriorated. Also indicated that he never received proper notice. Had a petition signed by 253 residents against the barricades.

Nick Maltese, business owner at 7325 N. North Avenue, - Barriers have negative effect on his business. Alleys are very dangerous.

Jack Lesniak, 1419 Bonnie Brae Place, - Not inviting for people to come to River Forest due to barriers if coming from east or north. If you are going West on North Avenue and make turn on Williams, causes a lot of traffic problems.

Lisa Economos, 1439 Clinton Place, - Did not receive notice. Reports that came out did not clearly indicate barrier placements. Her and her husband are in favor of having barriers removed.

Dr. Shana & Rob Novick, 7351 W. North Avenue, - Barricades have limited accessibility to her practice and barricades are corridor of danger to her patients and especially children.

Mr. Novick indicated that they are bad for new potential business owners and residents. Requesting all barricades be removed immediately to ensure safety and flow of traffic.

Deana SanLucas, 1521, Unit A, Bonnie Brae Place, - Alley parallel to Bonnie Brae has 80 cars parked there causing chaos. Would like barriers removed.

Dr. Jill McMahon, 7329 W. North Avenue, - Has practice and since barriers have been in place, seeing a lot more traffic and is extremely problematic. Difficult to give her new patients directions. Would like barricades removed.

Janice Foley, 1406 N. Harlem Avenue, - Feels trapped to go any where north. Stated that Village President, Cathy Adduci, stated on Facebook that the Board can do whatever they want. Barriers are not solution.

Chairman Rees states that things are done in an incremental way and we generally adhere to the recommendation of the experts.

Bonnie Parker, 1435 Clinton Place, - Against barriers and asked who was responsible for notifying residents as she did not receive notifications. Indicated that Trustees did not know if they were permanent or not.

Chairman Rees states his understanding is that the barriers are temporary.

Jeff Loster, Director of Public Works and Development Services talks about the notices that the Village gives.

Catherine Byrne, 1411 Clinton Place, - Against barricades and since they have been up she see's nothing but speeding traffic.

Dan Wasiolek, 1400 Bonnie Brae Place, - His focus is safety and since police are present, noticed a significant reduction in speeding traffic. Area seems safer based on his observation and would like to keep traffic mitigation in place.

Mary & Ron Krause, 7301 Greenfield Street, - There is a lot of speeding and traffic due to sports at Fenwick. Has seen a difference in traffic reduction with mitigation measures and would like to keep barriers in place.

Marika Panton, 1137 Park Avenue, - Against barricades. Revenue hurting businesses that are on North Avenue. Alley should only be utilized by homeowners and Utility Contractors not for redirecting traffic.

Gary Williams, 7307 Greenfield Street, - Not against barriers. Seen reduction in speeding traffic. Talks about sporting events at Fenwick that he can't even get out of his driveway.

Bob Conrardy, 1415 Monroe Avenue, - Against barriers. Traffic is being pushed to other areas. Wants a right hand turn lane at east bound North Avenue at Harlem.

Keith Lertsburapa, 1526 Clinton Place, - In favor of Clinton Place barrier. Seen major reduction in traffic. If barriers come down, strongly suggest putting 4-way stop sign back up at Le Moyne and Clinton Place.

Andre Ivy, 1445 Clinton Place, - Has no issues with barriers. They have helped with the safety of the Village.

Robert Armalas, 1501 Bonnie Brae Place, - Streets should provide safety for the neighborhood. Our streets should not be known as truck route town.

Patrona (via Zoom) – On corner of North Avenue and William. Traffic is congested and has tripled. Would like barriers removed. Stop sign might be a solution.

Abby Schmelling (via Zoom), 1530 Bonnie Brae Place, - Would like barriers to come down.

Rene Hermes, 1446 Bonnie Brae, - No issues with his patients parking at his clinic. In favor of barriers. Does not want flashing stop signs in front of his house.

Greg Abcarian, 1226 William, - Against barriers. Timed cars speeding at 75 miles an hour on Berkshire. Increased traffic on Lathrop. Would like stop sign on Berkshire & William if barriers stay up.

Jeff, Director of Public Works and Department Service shared comments about the impacts of barrier survey.

Chairman Rees talks about study and turns over floor to the Commission.

Commissioner Osga thanks residents for coming out and talks about notices sent out. He did not hear that North Avenue businesses received notices which is a factor of 10%. Committee can get to work regarding solutions now that they have opinions of both sides.

Commissioner Chase acknowledges that out of 34 people that spoke tonight, 25 would like barriers removed. Cannot make decision tonight and need to wait for outcome of study. Safety of the residents and children are our concern.

Commissioner Hoyt indicates we need to help businesses and what we are willing to give up in order to receive the benefits we need. Have a lot of work to do.

Commissioner Gillis states that we are receiving all the viewpoints that we didn't get the first time. Talks about what the next steps are. Talks about the original KLOA report wanting to shut down businesses for four hours a day, which is a bad part of the report. This clearly did not work as well as we thought.

Chairman Rees interrupts and does not want back and forth going on with audience. Also talks about solutions on what they need to look at in future or wait for new analysis.

Chairman Rees suggests making a proposal to discuss about passing a motion and if they do, it is a recommendation to the Village Board to recommend modifying the restrictions on Greenfield and Le Moyne regarding barriers so people heading southbound on Harlem can turn into the neighborhood.

Commissioner Hoyt asks if we are recommending a physical barrier modification or signage.

Commissioner Gillis stated that the current barrier be modified as it doesn't allow people to turn right if heading south on Harlem and support signage too.

Commissioner Hoyt asks if it is possible to have a temporary barrier in the center of the intersection.

Jeff, Director of Public Works and Department Services, indicates that we can set up barriers to accommodate that but would have to go back to the Board, regarding the Ordinance that was originally approved, for modification approval.

Chairman Rees asks Jeff to confirm when you say an Ordinance was approved does this mean we are wrong on the Commission if we thought these are temporary that the Board actually passed an Ordinance making them permanent?

Jeff, Director of Public Works and Department Services, indicated that prior to placing the temporary barriers in place, an Ordinance had to be approved pending the traffic study.

Chairman Rees would like to recommend that we, as a Commission, take a census on this that we advise the Village Board these recommendations are temporary pending completion of the Village wide study.

Commissioner Osga talks about traffic concerns when Fenwick starts bussing in kids as to what will happen.

Chairman Rees suggests we make same changes on Greenfield & Le Moyne.

Commissioner Osga does not want to make rational decisions on anything due to upcoming data and sports seasons approaching.

Commissioner Gilles talks about people living in the Greenfield & Le Moyne quadrant.

Commissioner Chase asks Jeff how long barriers have been in place.

Jeff indicated that post cards went out December 1st, for Le Moyne and Greenfield and November 16th, for Clinton and Bonnie.

Commissioner Chase asks if barriers have been up for the last 3 months. Doesn't feel 3 months is enough time to see what's happening.

Chairman Rees indicated that he is not focusing right now for the barriers on North Avenue, but talking about the restrictions at Harlem and Le Moyne and Harlem and Greenfield. Suggest a modest adjustment to maintain the barrier to elevate a piece of it to allow people that are southbound on Harlem to turn into the neighborhood with better access.

Commissioner Chase just not want to undue what has been done in only 3 months which is a minor modification. North bound traffic on Harlem will still not be able to turn left.

Chairman Rees is suggesting that we modify the existing barrier to open up at least a part of it to allow southbound traffic on Harlem to turn right into the neighborhood and that we recommend to the Village Board that this would be a temporary modification change to the existing restriction pending the Village wide study.

Commissioner Osga indicates that his biggest concern right now is the alleys.

Chairman Rees would like to make a motion to modify the barriers on Greenfield and Harlem and Le Moyne and Harlem to open barrier to allow southbound traffic on Harlem to turn right onto Le Moyne and right onto Greenfield. Will also include that east bound on Greenfield and on Le Moyne that signage be either right turn only or no left turn whatever the appropriate signage is with the elimination of the one way.

Commissioner Hoyt is in favor. Agrees to letting a lot of the residents back in.

Commissioner Chase asks if we should do one street or both streets off the bat?

Chairman Rees is suggesting both to share the traffic. Is there any further discussion on that before we vote?

Chairman Rees indicated Commissioner Gillis second it.

Chairman Rees votes yes. Commissioner Chase votes yes. Commissioner Gilles votes yes. Commissioner Hoyt votes yes. Commissioner Osga votes no.

Chairman Rees mentioned that motion passes.
Also stated that not making any decisions this evening.

Commissioner Chase agrees with Commissioner Osga not to make changes until study is completed.

Jeff, Director of Public Works and Department Services clarified that due to the Village wide study a significant amount of data has been collected for the major routes in town. Remainder of data collection has been held off pending results of the survey.

Chairman Rees asks Jeff in the scope of work if the new study encompasses having current engineers checking the work of KLOA or determine if their conclusions are sound?
Jeff replied no as this was not part of the scope of work.

A resident asks if they can check with the Willard school about how many children are walking to school every day since litigation measures have come up. Measuring cars is one way and how many parents are letting their kids walk to school.

Chairman Rees asks if any barriers should be removed at this time.

Commissioner Gillis asks who else thinks Clinton should remain closed and takes pole for people to raise their hand.

A resident indicates to take down barriers and install speed bumps to elevate traffic.

Commissioner Osga mentioned that it is a great point and coming through on the study. Nothing to be resolved tonight as recommendations need to be sent and approved by the Board.

Chairman Rees indicated to let's focus on one barrier, the Clinton barrier, and wait for study for other barriers to be removed and Commissioner Chase says that is correct.

Catherine Byrne, 1411 Clinton Place, majority people here are against barricades and the biggest issue is that the KLOA report indicates that we should not have the barricades and we are not following their recommendations.

Chairman Rees stated that it is highly unlikely tonight that the Commission is going to recommend removing the barriers and would like to make clear message to the Village Board that changes are temporary pending completion of the new study and survey.
Village should be open in reconsidering altering or removing the barriers based on the comments tonight, based on the KLOA study, based on that we are still waiting on survey results and the Village wide study.

Commissioner Hoyt agrees but is conflicted.

Commissioner Osga asks Jeff when the report is going to be done. Jeff noted survey cannot be closed until all data is received and results are still coming in. Summer maybe a the earliest.

Chairman Rees notes that we all have a goal to try and deal with these issues. Let Village know that these changes are temporary pending results of the survey and let it be known that some of the restrictions conflict with the KLOA study. We had much more participation tonight regarding the barrier impact.

Commissioner Hoyt suggests that if study ends up taking a long time, that we as a Commission, see if there is anything we would like to discuss ourselves and see if there is anything we want to do.

Chairman Rees indicates we meet every other month and if this looks like it is lingering, we want to change current status, we can make recommendation to the Village Board. They will decide whether to follow it or not.

Commissioner Osga indicates that Commissioner Hoyt made a good point earlier and that we need to make changes that benefit more of us than not. The Board needs to know what we need to do and understand the task. Suggests participants go to Trustee Board next month as they are the ones that make decisions.

Chairman Rees indicates that we installed a guide line and when we make changes, that they are supported. Also talked about possible stop signs being installed.

Jeff, Director of Public Works and Department Services, indicates that a letter was sent to Fenwick regarding parking when they have sporting events and to adhere by our parking requests for busses to be parked in their parking lot and not on Greenfield. Did not receive a response.

Chairman Rees mentioned that when season starts that we can follow up if they are not listening.

Dan Wasiolek, 1400 Bonnie Brae asks if they would be addressing the Clinton barriers and Chairman Rees indicated not tonight.

Giuseppina Nucifora, 1415 Clinton, asks for small request to count the cars in the alley to see what the traffic is and Chairman Rees indicated that was one thing to put in the survey if she answered it. There is a lot more traffic in the alleys due to the design but would be a request that we can note.

Chairman Rees indicated we do identify certain areas and do have limited police present and limited enforceability and ask police to shift their responsibilities. Thanks everybody for coming and asks for motion to adjourn.

Chairman Rees made a motion and seconded by Commissioner Chase to adjourn the meeting at 10:03 P.M. All Commissioners voted in favor of motion. Motion passed.

Respectfully Submitted:

Bill Koclanis, Secretary

Doug Rees, Chairman

Date: _____

DRAFT

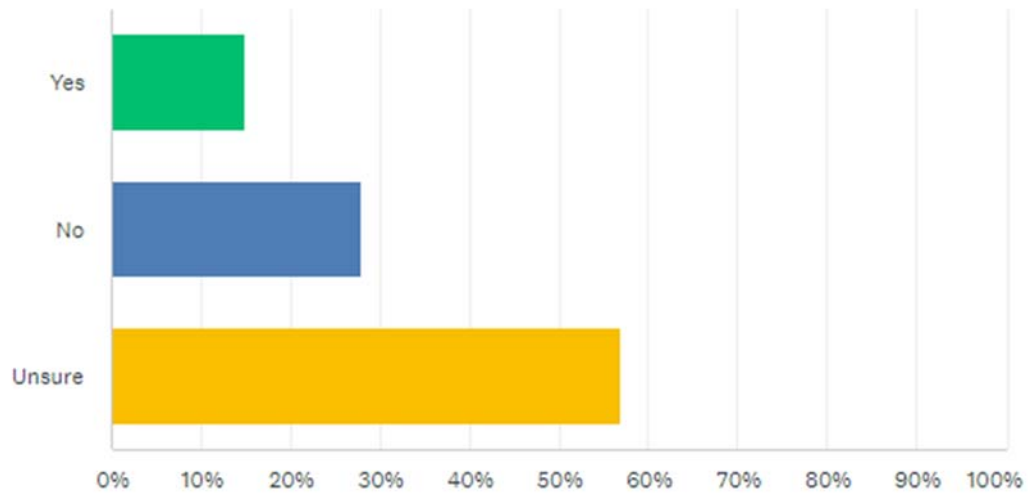
Survey Responses

Do you feel that the recent changes in the northeast corner of the Village have had a positive impact on traffic patterns in the area? 953 total responses

Yes: 143 (15%)

No: 267 (28%)

Unsure: 543 (57%)

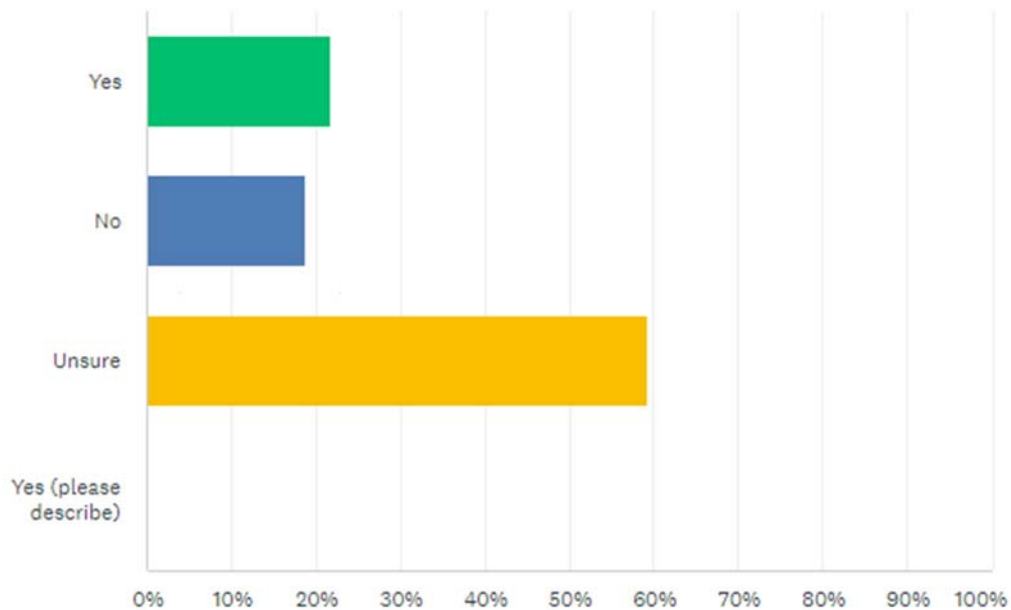


Do you feel that additional changes in the northeast corner of the Village are needed to address remaining issues? 950 total responses

Yes: 207 (22%)


No: 179 (19%)

Unsure: 564 (59%)



Survey Responses

If you answered yes to the previous question, please describe how the changes have impacted you and any further changes you would like to see (290 Responses received).

1. NO BARRICADES
2. William street sees the burden of other streets being closed off.
3. Changes made inconvenienced majority of active adults driving to their own properties and added traffic in other areas of the village and probably made many drivers to speed even more because they feel like they have to drive around village unnecessarily to access their own property. Changes made without proper consultations with people living in my areas make me angry and distrust even more the administration of the village.
4. I think the barriers that have been placed in northeast part of village have been detrimental to businesses on North Ave and residents on those immediate blocks. Maybe lessen the number of barriers or put in restrictions (one way) for certain hours and days during the week.
5. Make the changes permanent. We do not need cars cutting through our village especially when they do so aggravated with traffic.
6. Like I said below because the village made this changes for lathrop greenfield... etc now they are cutting through our alley... something needs to be done immediately
7. Hard to get to businesses on North Avenue (Cassidy and Yolk) from the Village without having to go on North Avenue. More dangerous.
8. I fear for pedestrian safety at North and William and also Monroe and North. Drivers from North are racing and also not concerned for pedestrians. I was almost run down with my six year old by a driver on North and Monroe earlier this week heading across the street the car did not stop at Monroe intersection and North. It was frightening. I wish their were traffic cameras or a police presence.
9. You can no longer enter the village driving south on Harlem at certain side streets. You can only exit the village.
10. Berkshire is still too fast and many drivers ignore  stop signs
11. I'm a customer/patient of 3 businesses in the quadrant and my access and their business have been negatively impacted by the barriers on North Ave. I've read the Traffic Study and listened to the 3 hour Traffic Commission Hearing on 3/15 with the following observations: 1). the Commission never should have ignored the findings of its own Consulting Firm, which focused on traffic volume, speed and safety, rather than Cut-Through Traffic, which is what I thought the resident complaint was. In the 3/15 Hearing, the Commission should have reviewed why the KLOA study wasn't acceptable; 2). there appears to be no real problem with Cut-Through Traffic, unless it's a quick right from North and left to Harlem on Greenfield or LeMoyne, which makes little sense. I thought Cut-Through meant cutting through from North to Chicago or Lake, but this isn't the case; 3). the so-called "temporary fixes" are band-aids for the real problem which is the intersection of North and Harlem Aves - shared by 4 municipalities. These entities should have come together to fix the problem at that intersection, rather than penalizing the residents and small businesses in our Villiage - 3 Suggestions: eliminate parking on North Ave; remove the median on North Ave approaching Harlem, that prohibits left turns into Elmwood Park and clogs traffic and; Right Turn Only for the Right Lane; 4). as some noted in the 3/15 Hearing, closing these streets from North Ave creates a "beggar thy neighbor" strategy, forcing more taffic onto other streets to the west in the Village, which is wrong; 5). in the 3/15 Hearing, both of my dentists - McMahan and Politis - noted the negative impact the barricades have had on their business. We don't have enough small businesses and if we discourage those that are here, or newcomers, eventually we'll have fewer small businesses and higher property taxes. If that happens, the same residents complaining now will be back to complain about their property taxes; 6). barricades off North Ave allow residents in those couple of blocks an effective "gated community", or private access and egress to their houses. I live on Lake St and see more cars every day than any of them does in a year. When they bought their homes, they knew they were on a street with traffic. If they wanted

Survey Responses

no traffic, they should have moved to the country; 7). safety was the big issue in the 3/15 Hearing, but I've seen no stats on any children being hurt or killed in traffic accidents. This appears to be a phony issue. 8). if speed is an issue, let's use cameras and sensing equipment and ticket all those over 5 MPH above the speed limit. All the above to say that I want the barriers from North Ave south on Monroe, William, Clinton and Bonnie Brae removed. As a compromise, we could consider "right turn only" barricades, like we have at Quick and Harlem.

12. I believe that added additional traffic on Augusta.
13. People are speeding thru the alleys. Very inconvenient and frustrating driving thru this area. Removing the barriers would alleviate all this issues.
14. Remove temporary barriers
15. As a resident, I have been somewhat frustrated trying to enter North Avenue from some of the streets with the barricades. I have had to drive on several different streets to find one with access to North Avenue.
16. Restrict businesses along North Ave
17. Please find an alternate solution to closing off all those streets off of North and Harlem. I shop the stores and eat at the restaurants on North in River Forest and find it a nuisance to have to drive all around the perimeter of our village to get back in.
18. I shop on the north end of River Forest and the street closures have made it difficult for me to return back into our village after stopping at store on North Ave. I do not like having to drive to Harlem and then all around to Division just to get back to Lathrop, it is ridiculous.
19. Remove barriers, it is very difficult for the residents.
20. Putting in barricades has made it difficult to get around within River Forest for residents. Our dentist is just south of North and I had a hard time getting there recently, and because of the barricades was forced to use alleys which isn't safe. Instead of barricades those streets exiting onto North Avenue should have speed bumps and perhaps more stop signs to slow traffic and prevent that area being used to avoid traffic on North/Harlem.
21. i find it difficult to go to the 144 block of Clinton. The temporary barricades will only add more traffic onto William and Monroe coming off of North Av. Also, must use Division to William to get to Clinton when driving north on Harlem Very inconvenient People don't speed any more in this area than in other areas of the village. The temporary barricades are ugly and I believe any permanent barricade will also be an eye sore. This is not a gated community!
22. I feel like there is something about how the streets are structured around the Concordia campus that feels unsafe or like drivers are reckless on them. I am not a fan of the southbound and eastbound streets just to the south of Priory park. As a driver, I end up not having an easy route to circle back toward the village. It is frustrating when I'm trying to navigate back into the village while trying not to add to the crowded busy chaos on Division.
23. It has cut down on traffic turning in to the village.
24. The blockades have been great as a means to limit bad driver through traffic on greenfield and Berkshire, which had gotten dangerous in my view.
25. No way to easily access my endodontist. The current adjustments have isolated the community bordered by Greenfield, North Avenue, Harlem and Monroe.
26. Make those currently temporary restrictions permanent.
27. Cars are still turning off of North Ave. onto William or Clinton and then going down the alleys to North Ave
28. As a resident of NE corner of village the new configurations are terribly inconvenient to access my local area from North Ave and Harlem Ave North Ave
29. Greenfield and Harlem barricade should be removed. Too difficult to get home!!
30. North bound Thatcher needs a stop sign or light at the Greenfield intersection
31. Forest should not be a through st.

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32. I'd like the barriers to be removed
33. The changes are terrible and should be reversed. A small number of vocal people have significantly inconvenienced the majority of neighbors and businesses. There are less intrusive ways to deal with periodic speeders than cordoning off the entire neighborhood.
34. Prohibiting right-hand turns from south bound Harlem onto Greenfield makes it difficult to reach my home. The Village should allow right-hand turns from S-bound Harlem on to LeMoyne and Greenfield. The current prohibitions only inconvenience the residents and do little to deter speeding.
35. Cut thru traffic on our block has definitely increased since the barriers were put in place in November/December. Please consider other solution and remove the barriers !
36. Challenge to navigate around the area to get to businesses on North Ave in River Forest. I believe street elevations rather than those orange horses could help - like on Lake St in front of the movie theater in Oak Park
37. The additional changes are that the barricades needs to be removed. The are dangerous, not helpful and causing problems. If you're worried about traffic from Harlem, try a speed bump. But this is hurting the residents that live in the northeast area of town.
38. Get rid of the blockages and install more stop signs and some speed bumps instead.
39. The barricades need to be removed...maybe speed bumps should be put in place.
40. The changes are ridiculous. How to peoples who live there get around.
41. Greenfield st. Is safe now with it being a one way turn onto Harlem ave.
42. Unsure of changes- One thing that needs to be addressed is how blinding the street lights are...is there a better light that can be used? Feel they are very distracting while giving little light on the actual roadways!
43. We need speed bumps
44. For the previous question I'm thinking specifically about a left turn onto Thatcher from division. I think this needs to be banned during rush hour. Find another way if you can't do it without sticking out into oncoming traffic which is the constant norm as I'm trying to do the opposite and turn left from Thatcher onto Division in the evening.
45. I think the barricades don't help stop cut through traffic and only add confusion for Uber drivers. I also don't like being able to turn into Greenfield from Harlem at Non-Rush hour times.
46. I feel traffic is worse than ever. I will absolutely avoid North Avenue businesses now. Not only is the traffic awful, people are speeding and driving erratically. Yesterday, I witnessed road rage while taking my children to Mint Dental.
47. William st sees more speeding traffic. But I think stop signs have helped.
48. They also look stupid and low budget! Remove them.
49. Division Avenue needs to have traffic slowed down
50. I have noticed a decline in east to west traffic heading towards thatcher on greenfield and lemoyne
51. Difficult for residents in the immediate area
52. Remove the barricades and add Chicago style speed humps. The inconvenience greatly outweighs the benefit. The issue were speeds, not volume.
53. Pushed traffic to division and Augusta
54. Permanent barrier should be installed
55. Perhaps a permanent total block.
56. The right-turn only and one way stops have made it more difficult to get to my house. I can only enter from the stop light on Division and Harlem, which has increased my time to get home. Now that drivers have to enter through that intersection, I have to wait through 1-2 lights before I can turn. I regularly visit Dunkin Donuts, near North Ave and Harlem, and would be able to make the whole trip in about 5-10 minutes. Now, with the new restrictions in place, it takes double the time to get back to my house on William. I have lived on William for 25 years and have never seen a reason to make Greenfield or Lemoyne right turn only/one way streets to Harlem. If there was a change to be made, I think it would be reasonable to put a

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- time limit on when left turns can be made from those streets onto Harlem (EX: No left turns between 4-6 PM).
57. The changes did slow down cut through traffic. William is still a wide open stretch for cut thru traffic. Maybe bump outs, raised intersections, etc. to slow traffic.
 58. Left turn light needs to be longer from Harlem to North
 59. Too difficult for residents to get to their residence with all of the extra driving.
 60. I detest the way I can no longer get to a property that I own in the 1500 Block of Bonnie Brae without driving far out of my way. My tenants are very unhappy that they can not turn into Greenfield or Lemoyne from Harlem. They have to drive 1/2 mile out of their way if they are coming from the south. They have to turn left (west) on Division drive 4 blocks. Then right (north) on William, head and again a right (east) turn back for 3 blocks then head North. Some tenants are quite elderly and this is a lot of extra driving just to make a quick trip to River Forest Towns Plaza. Please, I insist the Village return at least one of these street back to 2 ways.
 61. The temporary turn restriction infrastructure is kind of ugly
 62. has been inconvenient but easily made adjustments on my need for getting to the locations I need to get to. was easier before restricted but can understand a major safety issue that they were placed. see residents avoid warning most often.
 63. There seems to be more cars using the alley behind my condo building. I think this may be a result of the blockade put at the end of my block. Many people walk in the alley behind my building. I am very careful now when I put trash in the dumpster as it is located near the alley where cars turn into because of the blockade. Maybe the blockade is the best alternative. The other alternative is a speed bump. Or hidden cameras. I don't know. I'll rely on the experts' ideas in this area.
 64. Very limited access to northeast area
 65. Permanent cul de sacs on Clinton and Bonnie Brae and Lemoyne and Greenfield
 66. I see fewer cut thru cars since the no turn off of Harlem has been instituted. Good idea to keep them in place.
 67. I responded unsure because I have not been informed of the "issues" the traffic restrictions are intended to address except, of course, drivers using those residential streets to avoid the stop light at Harlem & North.
 68. Not being able to turn south from North Ave onto William is inconvenient.
 69. It is too cumbersome to get home from anywhere in that area with the blocked streets. There should be a way to get home from the NE side of the village without going all the way to Division.
 70. My access to my home and where I go in the village has been restricted and impacted by the right turn only at Greenfield and Harlem. And Lemoyne Harlem.
 71. Reduced volume of cars And some slowing of traffic. One concern--there continues to be many left turns and going straight on Greenfield east across Harlem The left turn only sign is far back from stop sign and is either not seen or ignored. Better signage would be helpful and some monitoring
 72. I think it's just pushed the chronic high speeders to other side streets and made Harlem worse for aggressive drivers speeding to get to where they can turn
 73. I rarely drive in that area
 74. intersections need to be policed more actively and tickets need to be given to offenders.
 75. Traffic barriers have been great and we are seeing a lot less traffic and speeding in the area. I would like to see permanent barriers put in place to ensure that the positive impact that we have seen as a family are kept for the future, as our family continues to grow.
 76. Since the street blocks and one way have been implemented on Greenfield and Lemoyne there is greatly increased through traffic in "alley" between Bonnie Brae and Harlem. Back door of building opens directly onto alley. More safety issues now including the increased traffic, Vehicles do not observe alley speed limit, do not slow down at T intersection, usually do not even honk at intersection, "No Thru Traffic" signs

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ignored. Two speed bumps in this "alley", used as a street by many, would help eliminate these issues. Even one would be a help.

77. Drivers continue to make illegal turns onto Harlem from Greenfield. I have gotten use to re-routing to get to my house. Not a problem for my household. The changes made were long overdue. I am 100% supportive of making these changes permanent.
78. This area has been safer for pedestrians and bicyclists since the recent changes with fewer speeding vehicles.
79. We need to explore the impact of traffic on William West to Lathrop from these new traffic improvements. They have absolutely helped mitigate traffic coming from Harlem West down Le Moyne and Greenfield.
80. Modify current configuration to allow for access from southbound Harlem onto LeMoyne and Greenfield
81. What changes? All I see is a portable digital speed indicator.
82. Permanent barriers as people continue to turn on posted street. Police often make arrests etc for people disregarding signage in coming to the neighborhood. The addition of permanent bearers on at least Greenfield Clinton Lemoyne Bonnie Brae would not adversely affect us as neighbors
83. The barricades should be removed. They are just shifting the traffic to the other streets such as and including Monroe. I am in favor of the curb extensions and the raised intersections.
84. The recent changes have made it harder for me to get to local businesses such as Cassidy, Yolk, gas, etc.
85. would like to see both lemoyne and greenfield completely shut at harlem. if not would like to see round about at lemoyne and williams, jackson and monroe. there is still cut through traffic pouring through northeast corner east bound and northbound
86. Living further east in this area you now need to go out of your way onto busier streets to get home. It's crazy and I don't think it's stopped anything
87. The street's & directions do not make sense.
88. Open the road closures from Harlem entering the Village. Residents need access to our homes. The closures are shifting a tremendous amount of traffic to Division and then north on William and Monroe to get back to the 1400-1500 blocks of Bonnie Brea, Clinton Place, William, Monroe. Now drivers speed to make up the time they have lost by having to drive 4 or more extra blocks out of their way.
89. I don't live right there in that pocket but I like the idea of avoiding lots of shortcuts through the neighborhood
90. I feel that the changes impeded villagers more than outside traffic since we only addressed streets that did not go through to other major arteries. The problem was simply moved west and south.
91. Thomas between Bonnie Brae and Harlem needs better location of one-way signage at Harlem and a large lettered one-way sign at exit from the parking lot on Thomas.
92. Better traffic flow by only allowing right turns onto Harlem. Less commercial traffic on streets making it safer also less people using side streets instead of North Ave and Harlem.
93. I would like to make the changes permanent. I have seen a reduction in traffic.
94. I'm open to ideas, but the changes (barricades) have made it difficult and time consuming to get to our house - we are new to the neighborhood so I haven't experienced the issue being addressed and speed/cut-through impact.
95. As a former resident north of division, greenfield was often used as a fast east west route. Not allowing traffic in from Harlem is providing residents in NE RF peace and safety.
96. What are the changes?
97. Greenfield and LeMoyne should change back to 2 way as they were before. This is a great disservice to those living in the Northeast corner of town.
98. No right turn off Harlem to Greenfield
99. These changes have had a negative impact on the area. Traffic in the alleys behind our properties has skyrocketed...these drivers must be upset because they are really speeding now. I really am worried that somebody is going to get hurt.

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100. Add stop signs on Greenfield at Clinton and/or Bonnie Brae. Remove the blockades. It is dangerous trying to turn onto either street, where speed limits are not enforced; drivers are speeding; and there are no stop lights/signs. It is difficult to see around semi trucks and speeding traffic. It is dangerous, highly inconvenient, and a waste of resources, as I am now required to navigate the impediments (multiple times every day); dodge speeding traffic on North and Harlem; and drive a significant distance more than I did before the impediments. Also, the speeding on Greenfield continues. While police occasionally enforce the new impediments, police are not enforcing the speeding - much of which I observe between 630-800 am weekdays and through weekends - including east bound traffic heading toward Harlem. This is not how I want my tax dollars spent. It remains unclear what the objective of the impediments are, given the unrefuted evidence collected and reported by the study on which the Village spent resources that could have been more prudently spent on identifying a demonstrable (by evidence, not anecdote) of any problem, obtaining proposed solutions by experienced, objective individuals/entities, and implementing solutions to any such problem - rather than creating more serious problems for more Village tax payers and residents.
101. I think the the efforts here should be used elsewhere in RF. Specifically Ashland and Madison
102. If coming south on Harlem from North Avenue, unable to exit from Harlem and turn into village until Division then drive all around Priory.
103. My family and I believe that recent temporary traffic reduction installations should be made permanent.
104. Seems like traffic has gotten substantially worse, and mostly around Lathrop and Lake. The development on that corner will add to the issue.
105. Traffic flow thru our alleys is now a real mess.
106. You have gated off this portion of our Village !
107. More and more drivers are using the alleys now and making them unsafe for residents. Attention needs to be paid to the alleys and making them safe as a result of the barricades that were put in place. Speed bumps, stop signs, "no thru traffic" signs - anything. There is nothing right now and the alley just south of North ave is now a frequent route for drivers from William to Harlem.
108. See prior answers. Speeders have decreased going west, but still continue headed east and south (east on LeMoyne and south on Monroe)
109. I see numerous cars ignoring the right turn only at Harlem and Greenfield as well as cars turning left and right from Harlem. Need caneras
110. Undo the changes. They are self-serving for a small number of people. To minimize issues at LeMoyne, instead of making it inaccessible to most between Harlem and Bonnie Brae, ban parking between Harlem and the alleyway on both sides of the street or one side to increase space and visibility. Maintain Greenfield and LeMoyne as full two-way streets and add a traffic light on Harlem at Greenfield.
111. Drivers still run stop signs, esp on busier streets like Division and Augusta
112. I don't like the fact that I cannot go east on Greenfield from Harlem.
113. Increased traffic on division and parking for baseball
114. We have lived here for over ten years. Clearly, the parital closure of Harlem and Greenfield has reduced non-resident pass-through traffic and excessive speeding, making our neighborhood safer and quieter. Also, severe accidents from cars turning left off Harlem onto Bonnie Brae are eliminated. It is an easy sacrifice to have to drive a minute out of our way to enter the neighborhood and get to our houses to enhance safer and value of our neighborhood like those surrounding neighborhoods have. The temporary closure on Harlem and Bonnie Brae should be permanent and I would be interested in having discussion to close off both ways of traffic on Harlem and Bonnie Brae. Thank you to the village for taking these steps to improve safety and enhance our quality of life. It is greatly appreciated.
115. We need to keep the barriers and enforce them
116. Barricades permanent. 4 ways stop at Monroe and leymoyn
117. Permanent concrete blockades

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118. Honestly I will be happy to block most of the streets from North avenue coming to River Forest.
119. It has been a great start and feel safer. In reference to Clinton specifically, people still drive around the 1/2 barrier. It is better than it was, but a full do not enter would be much safer.
120. too many barriers to get to my home.
121. The traffic on greenfield before the right turn only was completely out of control with speeding. The temporary partial barrier has helped. There is still much too much cut through traffic for what should be a quiet residential street. Lemoyne and greenfield should be blocked completely.
122. The recent barrier installations have made it nearly impossible for neighborhood residents to come and go. Blockading off the neighborhood is not the answer.
123. Increased flow of traffic in the alleys. Very difficult getting around the barricades. New stop signs are confusing , no stop line on pavement.
124. There needs to be more signage about turning into West Suburban Temple Har Zion, please. As I drive south on Harlem to turn right into the parking lot, the cars behind me do not slow down despite my turn signals. Also, because there is a bus stop on the corner just north of the temple, cars fly around and don't use signals for lane change etc. Its so dangerous there and most of us driving into that space are either elderly or with children (preschool).
125. Remove the barriers immediately...they are a pain.
126. Too much has been done. Issues can be alleviated by simply making right turn only from both eastbound Lemoyne and Greenfield on to southbound Harlem. Barricade at Clinton Place is absolutely unnecessary and overkill. Also, under current configuration people coming westbound on Greenfield from Oak Park have no signage deterring them from coming straight. People are going around barricade and coming westbound into oncoming traffic.
127. Absolutely Not...PLEASE get rid of the temporary barriers !!!
128. The recent changes have only resulted in an increase in traffic thru the alley, please rescind them and remove the barricades..
129. Access to the northeast region of the Village has been negatively impacted by the recently implemented changes
130. Yes - we need to remove the temporary barriers. Yolk and Cassidy Tire are much more difficult to visit, and return from. This is unfair to these local businesses, which we frequent. I am not sure who benefits from these traffic controls.
131. The barricades and negatively impacted me and my safety as a driver and pedestrian. They should be removed. I believe that the curb extensions/bump outs and the raised intersections will be more effective.
132. Traffic has increased on Monroe
133. I believe that the barricades on the northeast quadrant of the village have negatively affected my safety as a driver and pedestrian. There has been an increase of traffic on my street and the streets around me within my neighboring 3 to 4 blocks outside of the northeast quadrant. All of the speeders that most likely went through the northeast quadrant now come on my street and nearby blocks. I have almost been hit a couple of times as I try to drive out of my driveway. Also, I am very cautious and sometime anxious trying to cross on the intersections near me because of the increased speeders.
134. See you answer to question seven
135. Traffic heading east on North Avenue is now turning down William during afternoon rush hour as it backs up to Monroe all the way from Harlem
136. Not sure what that remaining issues are but the new issues due to the road blocks... it is a pain to get back into the village when needing to drive in that area. Completely unnecessary what has been done with all the road blocks.
137. The current changes have been extremely effective. We are grateful for this change.
138. Excessive detours. Uber drivers won't drop off or pick up. Cars are still cutting through using Alleys. More cars are running stop signs. Speed has increased. Traffic is just getting pushed to other streets. This is

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NOT a the answer! More trials need to happen if this is going to be permanent! I need to be able to access my property. Maybe actually enforce the previous rush hour traffic no turns and add those no turns for rush hour traffic from north ave. maybe one way streets. Maybe new urban traffic ideas. Closing off streets is extremely dated and proven not effective. Or do what the traffic survey said. Which is DO NOTHING.

139. Cut through traffic has noticeably decreased but now we have people CONSTANTLY still turning on lemoyne and greenfield from Harlem. I've had two instances where I've almost had a head-to-head collision with someone trying to turn from Harlem onto lemoyne while I'm trying to make a right onto Harlem. I'd like Harlem and lemoyne to be a cul-de-sac and for an additional stop sign to be added at Williams and Berkshire to limit speeding by the priory.
140. Cars have been frequently ignoring the cones/signs and turning off of Harlem to come down Lemoyne anyway, causing a very dangerous situation to oncoming cars. If made permanent, the curb put in place should limit that ability so traffic can only move as allowed.
141. Monroe seems much busier as cars are now using it as a thoroughfare. Big negative in our opinion.
142. VERY Difficult for my patients to navigate parking when visiting my office. MANY PATIENT COMPLAINTS. Made my traveling through town VERY inconvenient. Made my alley unsafe with the increase in speeding cars. PLEASE ADD SPEED BUMPS. This would solve issues of speeding on Clinton and Bonnie Brae.
143. The "cul-de-sac" on Bonnie Brae that blocks access to Cassidy Tires from the south is unnecessary and a real pain for residents. The other blockages of right turns from southbound Harlem onto LeMoyne, etc are a pain for River Forest residents. I can't imagine anybody doing that as a short cut through River Forest.
144. no left turns after 4:00 into RF
145. William Street very busy
146. residents need to be able to access either lemons or greenfield when southbound on harlem
147. My major concern is that these CHANGES WILL FUNNEL more traffic through Monroe heading south and also through the alleys south of North Avenue
148. The right turn only signs are not honored. Not allowing left turns off Harlem onto Greenfield and LeMoyne shifts much more traffic into Division near the park where there is a lot of pedestrian traffic.
149. I think closing off the streets from North Ave limits non-neighborhood traffic on residential streets and I think that is a good thing
150. Speed tables rather than the current lane configurations
151. I would like to see more changes on both north and south bound traffic on the very busy 1500 block of Jackson Ave. Possibly speed bumps....etc?
152. Aside from inconvenience, we have observed an uptick of traffic on Monroe, especially in morning and afternoon rush hours.
153. The greenfield and Harlem one way is an unfair decision to any residents living on the Harlem side. You have completely limited these residents to not being able to get in and out of their town homes without being inconvenienced. The one way isn't stopping people from doing any of things they were doing before. It's just now stopping the resident from getting home easily.
154. I used to live in that area and I cannot imagine doing so now with the changes. I would understand the restrictions making sense during the rush hour. The permanent restrictions would have definitely posed a challenge when trying to turn unto say Greenfield from Harlem. I lived one block away from Harlem and it would require a lot more navigation to get home under the present configuration. Relaxed hours would be a great benefit.
155. Put in speed bumps. Take down the barricades
156. I don't feel that the changes have had a positive effect. For those of us that live on Bonnie Brae they have had a very negative effect. We have to go out of our way to go north on Harlem. Also getting to north avenue we have to go blocks west to go east. Seem like over kill with all the obstructions.
157. It is impossible to turn left from Harlem into that part of River Forest.

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158. Get rid of the barriers.
159. Stop signs are needed on Greenfield at the Jackson intersection.
160. Remove the barricades. They are mostly inconveniencing residents from returning home and have forced more traffic into other streets of the village, Monroe was busy before now is worse! Speeding issues can be fixed in other ways, speed bumps, etc.
161. The traffic controls need to be better marked! The temporary barricades have no signage. Whenever a new STOP sign is installed, there are huge orange signs alerting motorists. No such extra signage was used for the new turning restrictions. It has turned into a trap for unfamiliar motorists. Route guiding apps haven't caught up w/ the new prohibitions. Police should be issuing WARNINGS for first-time violators, not tickets.
162. They need to return to what it was before. It is inconvenient to us residents that use the side streets to enter and exit from the main roads. As it stands now, if I wanted to get on Harlem, there's only one direction to go, South. There's no way for me to go North on Harlem unless I have to get on North Ave and turn onto Harlem at the intersection. Also, how come there is only two exits? Why no one enter and exit street?
163. It has made things worse for me. It takes me longer to get to my home when running local errands, dropping kids off at local activities and guests such as my nanny and my mom to get to my home. It's ridiculous how many streets that people are not allowed to turn into.
164. It is really inconvenient that green field and Le moyne streets. It makes it hard to get to my house; I feel uncomfortable to make left turn from north avenue.
165. Do something on Division. It's dangerous
166. Less traffic and congestion, I feel more safe as a motorist since no car come speeding in from Harlem. Safer for the kids walking along greenfield. We like the changes.
167. I have seen cars on Harlem Avenue waiting to turn right into the blocked off exits. Obviously the barricades are not deterring some people.
168. not sure
169. This plan did not consider the residents on north Bonnie Brae and adjoining street for how they plan to exit the area when there are concrete walls blocking off the street from North Avenue. I do not see how it has improved anything but made it worse for residents.
170. I think it is ridiculous that you can not turn into River Forest off of Harlem. I live here and do want to come in the neighborhood that way. I think if there were stop signs or other deterrents that would be better. If I have an errand on the north side...dropping something off at a friends, I don't want to go all the way down to division and back up.
171. I feel some if the changes have impacted residents in their ability to get to their homes
172. The changes are not helping traffic flow
173. People still cross all lanes from RF to OP. Should not be allowed.
174. One lane. And turn lanes
175. Change it back
176. Get rid of the barriers.
177. It's diverting traffic unto Monroe
178. People are still turning onto the streets from harlem. Sometimes there is no police presence to capture them. There should be cameras to have these cars ticketed
179. Changes have made traffic on lathrop worse
180. The barricades on Harlem/Lemoyne/Greenfield have reduced speeding cars in the area. However, I would have liked Clinton and LeMoyne to remain a 4 way stop. The barricade on Clinton and North is negatively impacting businesses however. Perhaps that barricade should be removed and the barricades on Harlem should remain.

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181. Do not block greenfield from Harlem. This is ridiculous. You can't enter the village from Harlem except on division. Division throws you too far south and you have to backtrack north. It's crazy. And you can get into RF from North Ave.
182. I feel that any of the more conservative options listed on a previous page of this survey would be better than these recent barricades. I have witnessed more "near-accidents" on these streets in the past few weeks than I ever have before. Drivers are now dangerously swerving into the alleyways after turning off North onto Clinton, and the same is happening on Harlem and Greenfield. It would certainly be better to consider speed bumps or even making these streets one way instead
183. Talked to residents in this area frequently. Driver actions including stopping to urinate on their lawn is horrific
184. Permanent blockades in Clinton greenfield and lemoyne and Bonnie Brae please because some still avoid the blockades and come through
185. Blocking driving in parking lane is a positive control action Would like to see this supplied to Washington, especially around the Washington commons, square and triangle parks
186. The barrier and no left turn or no entry signs on lemoyne and greenfield should be removed. Along with the barriers along the streets that intersect North avenue. These temporary changes have greatly unconvinced me and my neighbors. I have not seen any significant change to traffic in spite of these temporary barricades. What was installed goes way beyond what was recommended by a traffic study that the board ignored and the taxpayers paid for. I am also concerned about fire department and ambulance access at some of the temporary barricades. What was done was overkill. Put in speed bumps to slow traffic if required and no turn signs during rush hours. Also, I was never informed that these changes were to be implemented , nor were my neighbors.
187. Greenfield does not need to be right turn only on to Harlem. Closing off north ave has increased traffic on william & in the alleyways. Speed hump and/or curb bumpers need to be put in.
188. Get rid of the baricades!
189. the barriers are a terrible idea, they're bad for the environment, local business adnd do not improve safety speed bumps and/or curb extensions are a better solution.
190. Stops signs, maybe rolling speed bunps and allowing to enter in Lemoyne and Greenfield going southbound from Harlem
191. permanent curb extension:)
192. The new changes ae creating many difficulties for the drivers. Allowing left turns from Harlem to Greenfield and Lemoyne except on rush hours were good. Cancels the blocks in all streets, because are creating more problems.
193. We live in this neighborhood and come and go 15+ times per day, it has made getting to our home a hassle, having to driver nearly around the entire neighborhood to gain access to our home.
194. It has seriously impacted me. I have to go several blocks out of my way to get to my home because of the changes on Greenfield and LeMoyne and other North Avenue street entrances. I am very unhappy with these changes and hope they do not remain. We have a right to get to and from major roads without going blocks out of our way.
195. I feel the temporary changes are more of a burden on residents of this area. I respect the Village's intentions, but as a 20+ year resident of Bonnie Brae, I never felt that we had a traffic problem that needed to be addressed. I support removal of the temporary barriers
196. Now more and faster traffic is on division/Augusta/chicago
197. Agree that we need less traffic in. That area
198. The recent barrier on Clinton Pl has severely limited accessibility of my office for myself, my patients and my staff. Moreover, the barrier is causing an increase in traffic in the corridor it creates where my office is located - not allowing cars to turn around easily on Clinton Pl and causing a jam in the corridor for cars turning onto Clinton Pl as well as those needing to turn on to North Ave from Clinton Pl. The alley does is

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not large enough to support 2 way traffic and there are jams caused by utility trucks often parked in the alley not allowing cars to pass through. Overall the recent barrier is creating a danger where one did not exist prior to the barrier being placed. The car jams and confusion created by the barrier is making it unsafe for pedestrians trying to walk to offices in this corridor. I am requesting the corridor be removed and through traffic on Clinton Pl resumes as it did before the corridor was placed. It is not right that the decision was made based on the request of a few individuals and not by all. Their safety concerns were negated by the study that was done. There was no safety issues prior to the barrier being placed and therefore should be removed.

199. Southbound traffic from north avenue is now more directed to Ashland, as it is now one of the only streets that you can turn right on. Drivers are often speeding. With Ashland having Willard traffic/drop off this seems unwise and unsafe. I think speed bumps could help.
200. I think there should be speed bumps on Monroe at Berkshire .
201. These changes are detrimental to all the businesses on North Ave. The village has completely choked off access to them. These changes have created further traffic issues and more dangers that will be furthermore dangerous to business patrons and the public and residents.
202. In the past 32 years at my address, no one in my family has experienced problems with driving around our specific NE area, until the barriers were put up. We have lived here as young adults, raised 2 children, and now we all are living and driving here. We cannot get to our property without going through a maze, adding more traffic to busy streets, waiting unnecessarily at stop lights Lathrop & North and Division & Harlem. Not only are local residents impacted by this, getting to their houses, but we have many more drivers going down William in both directions in order to get through. I have payed close attention to all driving issues throughout the years, especially when my children were young. Was a traffic study ever done before putting up barriers? I have done my own private survey talking residents on my street and all notice what I describe. It would make sense to: allow right turns onto Lemoyne and Greenfield for cars traveling south on Harlem, and right turns respectively for drivers turning south onto Harlem form Lemoyne and Greenfield. Left turns and straight through driving could be restricted. Barriers on both Bonnie Brae and clinton cause many problems in every direction. No one can get through in either direction from North, in or out. Therefore turns onto William have greatly increase, as well as Lathrop, for those who choose to go to the light instead of waiting in traffic to make the turn (adds more traffic on North). Drivers are using alleys which must be disruptive to those residents. Perhaps the barrier at Bonnie Brae would make sense since it is very close to the busy Harlem/North intersection and there is no access from drivers traveling west on North anyway. There is more traffic, and more speeding with these barriers in place.
203. I feel as an owner on Bonnie Brae this impacts my being able to easily get to my garage at the north end of the alley between Harlem and Bonnie Brae without having to cut through traffic on Harlem or having to go way out of my way to find a way to enter the alley and get to my garage, I don't feel the existing directives of barricades do justice for the homeowners and renters of this area to get to their parking areas. I would like to see speed bumps and stop signs all over the alleys entrances and ends with flashing lights to make sure that drivers are paying attention to the area they are driving in. The alley is not a major street. It exists to help businesses and homeowners to access their garages and parking spaces as well as garbage and delivery personal. I have been almost tboned coming out of my garage because people drive down my alley going 40 miles and hour.
204. When walking or riding my bike I see less speeding cars going through those neighborhoods.
205. The changes have greatly impacted me. I have to go out of my way to go eastbound into the city or back home from the city (at least 1-2 times per week). I cut through getting home from work on a different street, putting pressure on them. I still see cars turning left or going straight on Harlem, and have almost witnessed a crash of someone trying to turn right from Harlem onto Greenfield. I think Greenfield will be terrible during the Fenwick Baseball season (it is always full, but now there is only one access point, and

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- less parking). I agree with the extra stop signs, and the no left onto Harlem. But blocking right hand turns from Harlem is a nightmare. Also, blocking the access from North Ave is a pain as well. Having lived there 8 years, I never saw that as a problem. You also really put pressure on the other streets as now 5 of the 10 access points are closed. The other 5 will get more complaints and you cannot block all North Ave. access.
206. Less people are passing thru and speeding on greenfield. We still have issues on Lathrop with speeders. I was glad to see this survey as I was going to call the village to complain about the speeders.
 207. Traffic has increased on Monroe Avenue southbound
 208. Dry Leading again. This assumes I believe there are issues.
 209. I feel as if there are fewer cars using the west/east roads
 210. In my opinion, the recent changes have had a negative impact on traffic. Redirecting North Ave traffic through William (blocking Bonnie Brae and Clinton) seems more dangerous. The traffic at this section is very intense and even walking has become almost an impossible task. The recent changes made daily life harder and less safe.
 211. The one way to prohibit turning left from Harlem into River Forest makes it safer and allows better traffic flow on Harlem ave
 212. One comment is that we have increased (car and ped) traffic when the weather is warmer (especially on William St near priory) ... so I think this needs to continue to be studied as the weather improves and the sports seasons start
 213. The barricades impact York parking. If parking is full, driving is very difficult
 214. The changes made in the northeast corner are horrible and should be removed, especially the ones at Greenfield/Harlem and Le Moyne/Harlem intersections. These changes force more traffic on Division, a street that already has lots of traffic and speeding.
 215. Make them permanent
 216. I answered no but your "improvements" have resulted in an increase of unpredictable, rule-breaking behavior.
 217. Either Greenfield or LeMoyne need to allow for a left turn option onto Harlem and vice versa-- people on 1400 and 1500 blocks of Bonnie Brae are landlocked -- we need a way to access Harlem w/o having to go two blocks west -- also very concerned that emergency vehicles don't have quick access
 218. I think its just a matter of getting used to the changes and appreciating the more controlled access to our residential neighborhoods.
 219. consider dead ending more streets off Harlem and north.
 220. Total confusion in trying to navigate the side streets off north avenue or Harlem, admittedly using the alley since the turn redirected me into a closed corridor....terrible signing....and this is someone who has lived here for 40 years.
 221. Too much traffic now on division traffic has been diverted to other street and alleys are getting congested
 222. Confusion, restriction to business's. Increased alley traffic
 223. Ridiculous to prevent turning west on Harlem, can't sacrifice the whole village for 2-3 homes there
 224. The traffic is now just being pushed to unregulated alleys and people are speeding down them not a great idea
 225. These changes have pushed MORE traffic to Division and Lathrop and made these streets more dangerous.
 226. Blockades on Bonnie Brae to North Ave. are an annoyance when trying to get to Cassidy Tire.
 227. The changes implemented have created more traffic on Monroe with drivers speeding (in spite of STOP signs) up and down the street. I do not want Monroe Ave. to become a thoroughfare for residents and non-residents because of other streets being blocked off. Monroe street residents should be treated equitably not have to pay the price for having other streets blocked off.
 228. Difficult to access local businesses in this area
 229. As someone who lives in that part of town it would be nice to have easier access to my house when on Harlem or North Ave. if there was access to turn onto Greenfield from Harlem it would make things a lot

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- easier for those of us who live over here and now have to go out of our way just to get home. And people do not pay attention to the barricades, they go around them all the time, I see it at least once per day
230. The changes have had a negative collateral impact on adjacent alleys and side streets. I found the closed streets from North Avenue difficult in a passenger vehicle and can't imagine the issues that trucks have had (and the noise impact on adjacent properties).
 231. The village needs speed cameras, not red light cameras.
 232. It is really annoying that you cannot turn left from Harlem Ave. now. Very inconvenient.
 233. Recent changes have made 1500 block of Bonnie Brae a dead end. Residents have to go 3+ blocks to a enter or exit area cause further congestion on main arteries in the area. Please consider rolling back the dead end. There was never a big issue with traffic on this block.
 234. 4 Way stop sign on Bonnie Brae and Division. With Priority parking lot, Harlem Ave, and Grace Lutheran it is impossible to turn or for my son to feel safe walking to the park
 235. Take down those stupid barricades. Leave it the way it was. It is annoying to have to drive a few blocks farther because of those things.
 236. This should be expanded further to the south on Harlem including on Oak street. There should only be right out from most streets onto Harlem except Chicago, Augusta and Division. This would cut down on a significant amount of the cut through traffic.
 237. I feel that this change punishes not only those that use these roads to cut through the village to get to their non RF home faster, but RF villagers as well. I now totally avoid North Avenue - as I'm sure non villagers are doing also - causing far more congestion on Division & Augusta.
 238. For me personally, they have been a bigger nuisance than help. I have not noticed a change in traffic on our street.
 239. NA
 240. Never drive that section.
 241. Significantly more transient traffic on William. Enforcement is necessary.
 242. I live south of the train tracks and don't have an opinion.
 243. As a resident it's very inconvenient to not be able to turn in off of Harlem at those barricades streets. You have to go all the way to Division then back track. It's silly.
 244. I think the measures implemented thus far are having a positive impact and recommend they be made permanent. I think the effectiveness needs to be studied through the change of seasons as some additional or alternative measures may be needed.
 245. You have just caused more cut thru traffic on Division and Augusta
 246. my mom lives in the 1500 block of Bonnie Brae. It is much safer there now. People are not able to cut through the village on Lemoyne as easily - that used to be a huge problem
 247. Not allowing left turns had reduced not local traffic.
 248. I don't think both Greenfield AND Lemoyne coming off of Harlem need to be eastbound... Now I have to drive all the way to Division to come back westbound. or go down alleys.
 249. Roads should never be restricted to one way, or to cul-de-sacs or have speed bumps at the expense of adjacent roads that don't have those restrictions. The village should not be in the practice of routing traffic to other streets because of restrictions on adjacent streets.
 250. The blockades are ridiculous.
 251. Not being able to turn onto Greenfield from Harlem forces drivers to drive all the way to Division to get to streets west of Lathrop if they're not familiar with the area. One way going North or South would help drivers gain access to streets easier like Elmwood Park has it.
 252. I no longer bring my car to Cassidy and don't visit any of the business along North in the affected area. I don't pick
 253. I am negative impacted, greatly, by the recent changes and urge that they be reversed.
 254. Much quieter and singing Antony less cut through traffic

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255. Outside people generally don't use my street anymore because it doesn't connect to anything. This has slowed and decreased traffic. Something (not sure what) needs to be done so that our driveways aren't the public turn-arounds for delivery drivers.
256. Complete barrier on Greenfield and Harlem. This is a SAFETY issue due to Greenfield being a direct path to school. In addition by placing a cul de sac greenfield will protect pedestrians, skateboarders, bicyclists and runners.
257. We would like to advocate for the complete closure of Greenfield and Lemoyne at North Avenue
258. I can not get to my home. I have to drive 5 blocks out of my way just to get to my house! It is an unfair change that the village has created leaving home owners to have to drive west on Division to William, north on William then back East 3 block to get to Bonnie Brae. We need to be able to turn into River Forest after Division from Harlem. Many of the residents are very angry with this blockage of the entire NE corner. We pay taxes and should be able to drive to our homes without going 1/2 mile out of the way!!!
259. I appreciate the additional stop signs but some flashing lights would help. People still speed through them.
260. There should not be any cul-de-sac installed or used as so-called calming measures and streets should not be limited to one-way.
261. The changes make it more difficult for me to travel around the village and to frequent River Forest small businesses located on North Ave. It makes it much harder for me to get back home after going to North Ave. Whereas I used to go back on a local street to get home or to my children's schools, I now need to loop all the way around to Harlem, up to Division or Augusta. This adds several traffic lights that get backed up during rush hour. I've taken to parking on the local north-south streets so that I can do a u-turn and go back the way I came when I am done with my business on North Ave.
262. There is much more traffic on William street now that the streets east of us are "pork chopped". People continue to speed east on LeMoyne and Greenfield from William and other streets further west to avoid the Harlem/North Ave intersection. People routinely ignore the right turn only sign on Greenfield in the morning.
263. Remove the traffic barriers in the NE corner of the village. It just concentrates any issue to the next street until you end up like VOP with cul de sacs on almost every street.
264. Something for Monroe Ave.
265. Put at least one cross walk on North Avenue between Lathrop and Harlem, or more.
266. I do not live in the northeast section, but as a resident in another area of the village, the blockages off north avenue and the no right turns on Harlem make it more challenging to frequent some of the businesses there and a longer route for me to get home. I would leave it for the impacted residents of the area to decide if the changes are helpful or not. For me, they are a pain.
267. Note: I rarely drive the side streets in that section of town.
268. The one-way streets now in that corner are disappointing. They make our community even less accessible to now both residents and non-residents. I am concerned about speed on our street, but I do not want one way to be the solution on Oak.
269. Living just west of the northeast corner of the Village, I used to use LeMoyne or Greenfield to turn left onto Harlem, which is now impossible with the temporary bump outs. I feel it is unnecessary for both of these streets to receive bump outs, forcing drivers south to Division if they need to make a left onto Harlem.
270. Traffic on Bonnie Brae is much improved and safer. But people drive through stop signs regularly in the surrounding road. Also, the only way to get south on Harlem is to go all the way around, or go on North Ave and do a left, not great
271. As I said I live on William. We have alleviated the problem for Clinton and Bonnie Brae residents but made it worse for William. At least once a week I have a car go around me at excessive speed while pulling out of my driveway to take kids to school. They barely even slow down for the stop sign.

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272. The new temp one way streets to prevent traffic from getting off Harlem has pushed those residents to use William and Monroe
273. No signage. Unsafe and people turn even though they are not suppose to
274. The changes are not good. They need to be modified / removed. Closing both Harlem and North isolates and makes going north or coming from the north a real issue.
275. You just moved the problem and now William and Monroe get the bad behavior that was happening on now blocked blocks. Also, Division is now chaotic and more speeders unsafe for school kids
276. Should be able to turn right going southbound on Harlem onto either LeMoyne or Greenfield
277. Need more speed regulation like speed bumps or raised intersections and more stop signs
278. I feel like many cars are taking alternative routes one which is Augusta which we live right off. We walk to school almost daily (Concordia and Willard). It has become very congested and much less safe for cars and pedestrians. I would like to see that addressed. Thank you.
279. I have noticed the reduction in the number of cars traveling along Greenfield St.
280. I'd like to see it extended further west on North ave
281. The closure of some roads made the access to and from our house difficult. More traffic in alleys .
282. They have had a negative impact
283. I think the temporary barriers and prohibition on turning into east River Forest while going southbound on Harlem should be removed. It is ridiculous and difficult for residents to navigate that corner of town.
284. It has pushed extra traffic onto division, which being a primary cross street for school children. My daughter is very nervous crossing division due to speeding cars. And I've seen cars ignore crossing guards way way too often.
285. Insure
286. Pork chop barriers should be set up so residents may turn in from Harlem
287. I think they need to be eliminated. You have boxed in 5 blocks of people and we all have to use a 1 lane Division avenue now to go to Harlem to go North. And people are now Zooming down my street William because of not being able to turn out on harlem.
288. This just messes with people living in the area and makes it hard to get home. I have not seen any change in the traffic since these were installed I would like to see it revert back to the old traffic patterns
289. It certainly makes it less convenient to access the businesses on North Ave from Within RF if driving because you can't easily park on North Avenue and if you have to find street parking you have to go all of the way back to division on Harlem to get through again
290. The barricades are totally insane. Since I purchased my home based on its location, and now I am unable to drive my route from my home due to barricades, the village is costing me extra money and will likely cause property values to drop. NOBODY wants barricades. We must do better than that. (The police positioned to "watch" the barricades are not addressing the speeding on Harlem Avenue which truly makes zero sense). In addition, people are pulling onto Lemoyne and Greenfield frequently and going around the barricades. Since I do take frequent walks, this is more dangerous than what we had happening prior to the barricades. By the way, the speeding on Harlem has been just madness since Covid started and I rarely ever see anyone pulled over. Do you know this is a popular location for racing? Why aren't we addressing that? Lastly, being forced to route traffic through residential streets in River Forest that kids and walkers/bikers/runners frequent has created more of a safety hazard, not less of one.

Policy Statement 23-01

Northeast Neighborhood Traffic Measures

Effective Date: April 11, 2023

Section A

The Village Board hereby adopts the following statements and provides direction to its professional staff and advisory commission regarding the northeast neighborhood traffic controls.

1. All requests for modifications to the traffic barriers and associated traffic control measures are to be referred to and discussed by the Traffic & Safety Commission.
2. All modifications to the current traffic barriers and controls require Village Board action by vote at a Village Board meeting after discussion by the Traffic & Safety Commission.
3. The Village Board directs Village staff and its traffic engineering consultant firm to collect traffic data counts at appropriate locations on Monroe Avenue, William Street and Division Street as part of the Village-wide traffic study to measure the effects of the current traffic barriers.
4. The Village Board refers the following questions to the Traffic & Safety Commission for discussion at its May and July meetings. Further, the Board requests recommendations on each question.
 - a. Shall the Village convert the intersection of Clinton and LeMoyne to an all-way stop intersection?
 - b. Shall the Village modify the stop sign controls at the intersection of Greenfield and Bonnie Brae?
 - c. Shall the Village further modify or remove any of the current traffic barriers and controls?
 - d. Shall the Village consider additional traffic control measures that may complement the existing barriers?
 - e. If there are no further modifications, shall the Village proceed with the budgeted permanent construction of the traffic control barriers?

Section B

In addition to the directives above, the Village Board also adopts the following statement regarding future processes Village-wide for traffic control implementation.

1. For all future traffic control implementations that close a road to traffic, staff is directed to provide a notice by mail to residential and commercial properties within 1,000 feet of the proposed location prior to Village Board consideration.