



VILLAGE OF RIVER FOREST TRAFFIC AND SAFETY COMMISSION MEETING

Wednesday, January 19, 2022 – 7:30 PM

AGENDA

Physical attendance at this public meeting is limited to 20 individuals, with Committee members, staff and consultants having priority over members of the public. Public comments will be shared with the Committee. You may submit written public comments via email in advance of the meeting to: ppuljic@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: 823 0761 0803 or by clicking here: <https://us02web.zoom.us/j/82307610803>. If you would like to speak during public comment or if you wish to participate in-person at Village Hall, please email ppuljic@vrf.us by 4:00 PM on Wednesday, January 19, 2022.

1. Call to Order/Roll Call
2. Adoption of minutes from the Traffic and Safety Commission held on November 17, 2021.
3. Public Comment
4. Request by Commissioner Karrow of 106 Ashland Avenue to install 4-way stop control at the intersection of Vine Street and Ashland Avenue.
5. Request by Ryan Bloecker of 147 Keystone Avenue to install curb bump-outs at the intersection of Washington Boulevard and Keystone Avenue.
6. Request Vito Ippolito 236 Keystone Avenue to install additional traffic control at the intersection of Keystone Avenue and Linden Street.
7. Adjournment



VILLAGE OF RIVER FOREST TRAFFIC AND SAFETY COMMISSION MEETING MINUTES

Wednesday, November 17, 2021 – 7:30 PM

A regular meeting of the River Forest Traffic and Safety Commission was held on Wednesday, November 17, 2021 at 7:30 P.M. The meeting was conducted in-person with online availability due to complications related to COVID-19.

Roll Call and Call to Order

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

Old Business

Chairman Rees made a motion to approve the minutes from the September 15, 2021 meeting and Commissioner Karrow seconded it. All commissioners voted to approve the minutes.

Public Comment

Samantha Tepper lives at 15 Thatcher Avenue and she noticed that there a lot of people speeding down Thatcher Avenue. She believes that Thatcher needs another stop sign because the stretch is too long without a stop.

Chairman Rees asked if Mrs. Tepper had seen the evaluation from KLOA the consultants?

Jeff Loster said that when an evaluation is complete, it gets posted into the meeting agenda, which is posted on the village website ahead of the meeting.

Commissioner Osga stated that he does not think speed bumps are a remedy for speeding because it gets complicated when snow removal comes. He said that he agrees that Thatcher is a long stretch and something needs to be done, he suggested a radar sign. He read the recommendation from KLOA, the study of Thatcher Avenue.

Samantha said that she is open to anything that the committee suggests.

Commissioner Karrow said that the Village of River Forest used to have an automatic citation generating camera on the corner of Harlem and Lake. He asked what the general feeling towards these cameras are because generally they do slow cars down.

Jeff Loster said that there used to be a couple of red light cameras in the Village of River Forest, but they have never had an automatic citation generating camera.

Commissioner Gillis said that the automatic citation generating camera is only allowed to be used in the City of Chicago.

Commissioner Osga said that he doesn't believe that residents should be videotaped driving around, he thinks it is unnecessary. He believes that they can take care of the issue with the remedies that they already have.

Commissioner Jayaraman Said he thinks that a speed radar would be good because the traffic turning onto Thatcher from Madison is bad. If the speed radar does not work, he is open to reevaluate in the future.

Commissioner Osga said that he would like to figure out beginning options and would like to include signage in their plan. He said that his opinion is to look into the blinking signage, more specifically the blinking radar sign. He stated that according to the KLOA report, southbound traffic is more problematic, but he believes northbound is probably just as bad.

Chairman Rees stated that he is in favor of suggesting a pole mounted sign because there is a recommendation from KLOA. For the short term remedy, he is open to asking for a temporary radar sign from the police department to work into their rotation.

Commissioner Osga made a motion to ask the board to consider a radar speed limit sign going southbound on Thatcher Avenue. Commissioner Jayaraman Seconded the motion. All commissioners voted in favor of the motion.

Commissioner Karrow asked if the radar speed sign will collect and store any data that they can read? He said the reason he asked is because maybe they are ignored and he wondered if there are any metrics to find out how effective they are.

Jeff Loster stated the pole mounted signs probably don't collect data. He said he can talk to the police department and find out for sure. He said that the transportable trailer signs do collect data and it is analyzed.

Lydia Manning lives at 755 William Street, she states that cars have ended up in her property due to speeding and erratic driving. She said cars treat the parking lanes as secondary lanes when there are no cars parked there. The cars bypass the line of traffic instead of waiting their turn in the four way stop. She states that drivers behave and obey laws while patrol cars are near, but when there is no supervision, it gets dangerous.

Commissioner Gillis said that he has experienced this intersection, he was turning right onto William and someone came down the parking lane and almost ran into him while they were trying to go around traffic. He stated that posts in the street might be a good idea.

Commissioner Osga said that people are not going to pay attention to a sign because this is a perennial issue. He asked with the amount of accidents that happen here, do we do another study? He said they are aware that Chicago Avenue can get dangerous, but he can't recommend a permanent remedy right away. He stated that there is a spare police car that they can possibly place out there as a decoy. He believes that they need to be aggressive for this intersection, they need to alert the drivers that this needs to end and said it is time to start writing tickets.

Commissioner Gillis said there needs to be more enforcement.

Chairman Rees agreed that there needs to be more enforcement. He also stated that he would like to do more research on the posts so that cars cannot get through the parking lanes, but bikes and walkers could have access.

Commissioner Osga asked Jeff Loster if there are any other measures to keep drivers out of the parking lanes?

Jeff Loster said that the feedback radar signs have helped and he thinks that the posts in the driving lane could help.

Commissioner Osga said that he would prefer to ask for the opinions of the police department because they are the ones that work on enforcing the laws. He stated that once he hears their opinion, he would feel more comfortable making a recommendation to the board.

Chairman Rees made a motion to request the Village to install some form of bollard to try to prevent cars from driving down the parking lane. Commissioner Chase seconded the motion. All commissioners voted in favor of the motion.

A motion was made and seconded to adjourn the meeting at 8:49 P.M. All commissioners voted in favor of the motion. Motion passed.

Respectfully Submitted:

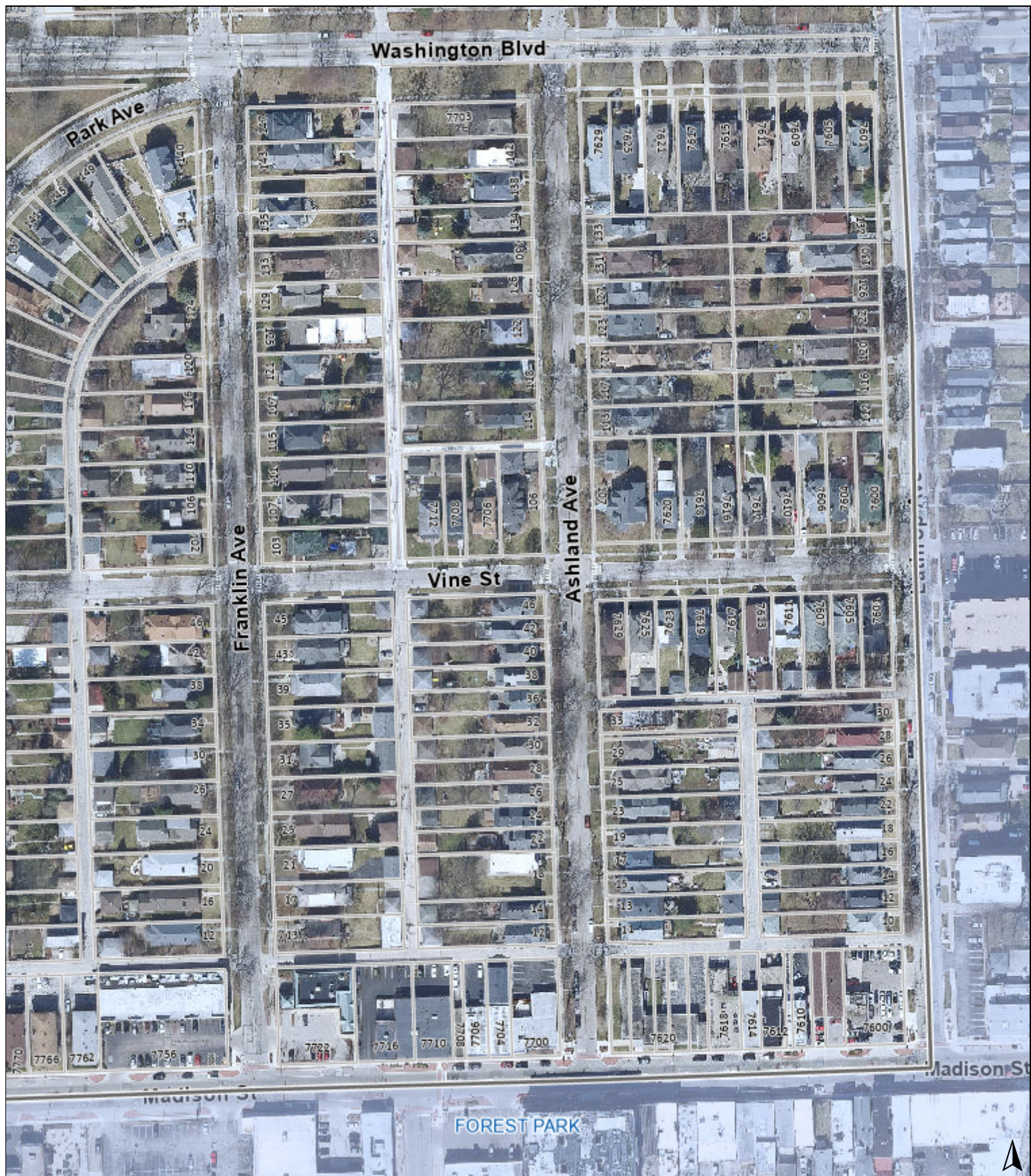
Signature Line

Jeff Loster, Secretary

Signature Line

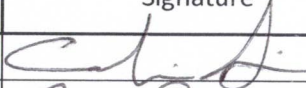
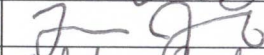
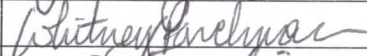

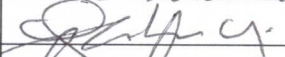

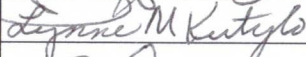

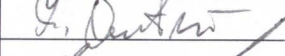

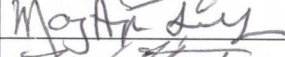









Doug Rees, Chairman
Traffic & Safety Commission

Date: -----



Traffic and Safety Commission Petition

Requested Action(s): Install stop signs on Ashland Ave at the intersection of Ashland and Vine.

Name	Address	Date	Signature	Please Check One			
				Agree	Disagree	No Opinion	Unreachable
Candice Singh	106 Ashland Ave	8/23/2021		X			
TIM JACOBS	122 Ashland Avenue	8/23/2021		X			
Whitney Parchman	130 Ashland Ave	8/23/2021		X			
Elis A Fischer	7620 Vine St	8/23/2021		X			
Kinnee + In Yung Yi	123 Ashland Ave.	8/23/21		X			
Brian Henderson	134 Ashland Ave	8/23/21		X			
LYNNE KUTYLO	142 ASHLAND AV	8/23/21		X			
Paula McGee	7703 Washington Blvd	8/23/21		X			
ANITA AUTERI	121 Ashland Ave RF	8/23/21		X			
Brian Zondek	107 Ashland Ave RF	8/23/21		X			
Mary Hope Griffin	42 Ashland Ave RF	8/23/21		X			
Trey Figather	7706 Vine St	8/23/21		X			
Molly Swack	46 Ashland	8/23/21		X			
Aimee Edwards	7629 Vine St.	8/23/21		X			
Candace Wyrice	38 Ashland Ave	8/23/21		X			
Joe Taylor	38 Ashland Ave	8/23/21		X			
Stacy Drake	40 Ashland Ave.	8/23/21		X			
Jen Beckamp	32 Ashland Ave.	8/23/21		X			
Ann Mills	30 Ashland Ave	8/23/21		X			
Tera Aguerre	28 Ashland	8/23/21		X			

Traffic and Safety Commission Petition

Requested Action(s): Install stop signs on Ashland Ave at the intersection of Ashland and Vine.

Name	Address	Date	Signature	Please Check One			Unreachable
				Agree	Disagree	No Opinion	
DAN McNamara	26 ASHLAND AVE	8/23/21	Dan	✓			
Sam M. Sman	24 ASHLAND AVE	8/23/21	Sam	✓			
Brian Hardy	22 Ashland	8/23/21	Brian Hardy	✓			
Theresa	12 ASHLAND	8/23/21	Theresa			✓	
Simone Bailey	25 Ashland Ave	8/23/21	Simone Bailey	✓			
John Minaghan	33 Ashland Ave.	8/23/21	John Minaghan	✓			
RAJENDRA CHISLUNIA	126 ASHLAND	8/23/21	Rajendra	✓			
Ferre Cristach	118 Ashland	8/23/21	Ferre	✓			
Bridget C. Enfort	103 Franklin	8-24-2021	Bridget C. Enfort	✓			
AMAN SANDHU	45 FRANKLIN AVE	8/24/2021	Aman Sandhu	✓			
John A. Lertz	7708 Vine St.	8/24/2021	John A. Lertz	✓			
MIKE RASPAELLO	7618 VINE ST	8/24/2021	Mike Raspaello	✓			
DENN BRADSHAW	7612 VINE ST	8/24/2021	Denn Bradshaw	✓			
Thomas Wangle	7604 Vine	8/24/21	Thomas Wangle	✓			
MARY ELLEN BORCHERS	7601 VINE ST.	8/24/21	Mary Ellen Borchers	✓			
Russ Nimmer	7611 VINE ST	8/24/21	Russ Nimmer	✓			
Kim Copak	113 Ashland Ave	8/25/21	Kim Copak	✓			
Kate Walsh	7605 VINE	8/25/21	Kate Walsh	✓			
Howard Yussman	127 Ashland Ave	8/25/21	Howard Yussman	✓			
ALISA GRUBER	7617 VINE Street	8/26/21	Alisa Gruber	✓			

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Traffic and Safety Commission Petition

Requested Action(s): Install stop signs on Ashland Ave at the intersection of Ashland and Vine.

Name	Address	Date	Signature	Please Check One			
				Agree	Disagree	No Opinion	Unreachable
Alice Faerber	7607 Vine St	8-26-2021	<i>[Signature]</i>	✓			
Don Huber	7629 Washington	8-27-2021	<i>[Signature]</i>	✓			
Emmanuel (baw)	133 Ashland	8-27-2021	<i>[Signature]</i>	✓			
Philipe Carvalho	7616 Vine St.	8-28-21	<i>[Signature]</i>	✓			
JORDAN BLUMENTHAL	7606 VINE ST	8-28-21	<i>[Signature]</i>	✓			
KAREN KURRIE	7613 VINE ST.	8-28-21	Karen Kurrie-Kurrie	✓			
KIRK JOHNSON	138 ASHLAND AVE	8-28-21	<i>[Signature]</i>	✓			
Maria Angeloni	114 Ashland Ave	8-28/21	<i>[Signature]</i>	✓			
Mike Hill	7712 Vine St	8-28/21	<i>[Signature]</i>	✓			
Ron Toupiq	117 Ashland	9/04/21	<i>[Signature]</i>	✓			
Paul Amello	23 Ashland	9/04/21	<i>[Signature]</i>	✓			
Melissa Mitchell	15 Ashland	9/4/21	<i>[Signature]</i>	✓			
WILLIAM PEAR	13 Ashland	9/4/21	<i>[Signature]</i>	✓			
ANNETTE MARDEN	14 ASHLAND	9.4.21	<i>[Signature]</i>	✓			

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

FROM: Brendan S. May, PE, PTOE
Senior Consultant

Luay R. Aboona, PE, PTOE
Principal

DATE: November 30, 2021

SUBJECT: Intersection Evaluation
Ashland Avenue with Vine Street
River Forest, Illinois

This memorandum summarizes the results of a traffic evaluation conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the intersection of Ashland Avenue with Vine Street in River Forest, Illinois. The purpose of this study was to examine the existing roadway characteristics, evaluate the traffic counts and speed surveys collected by the Village of River Forest, and determine if additional traffic control should be provided at the intersection. **Figure 1** shows an aerial view of the study location. All figures and tables referenced in this memorandum are included in the Appendix of this memorandum.

Existing Roadway Characteristics

Ashland Avenue is an approximately 24-foot-wide roadway that is under the jurisdiction of the Village of River Forest and is classified as a local roadway in the May 2019 Comprehensive Plan. Ashland Avenue provides one travel lane in each direction and has a posted speed limit of 25 miles per hour. Parking is permitted on both sides of the street. North of Vine Street this parking is unrestricted and south of Vine Street parking is restricted to resident parking only between 5:00 P.M. and 2:00 A.M. Additionally, residential homes and their respective driveways (where applicable) front the east and west sides of Ashland Avenue. Ashland Avenue has a posted speed limit of 25 miles per hour.

Vine Street is an approximately 24-foot-wide roadway that is under the jurisdiction of the Village of River Forest and is classified as a local roadway in the May 2019 Comprehensive Plan. Vine Street provides one travel lane in each direction and has a posted speed limit of 25 miles per hour. Unrestricted parking is permitted on both sides of the roadway. Residential homes and their respective driveways (where applicable) are located on the north and south sides of Vine Street.

At the unsignalized intersection of Ashland Avenue with Vine Street, the northbound and southbound (Ashland Avenue) approaches provide a shared left-turn/through/right-turn lane. The eastbound and westbound (Vine Street) approaches provide a shared left-turn/through/right-turn lane that is under stop-sign control. High visibility crosswalks are provided on the east and west legs of the intersection. Photos of this intersection and adjacent roadway segments are provided in **Figure 2** through **5**, included in the Appendix. It should be noted that based on the May 2019 Comprehensive Plan, this intersection was not identified as an intersection to be evaluated for a traffic control upgrade.

Existing Traffic Counts, Speed Data, and Crash Data Summary

In order to determine the existing traffic volumes and travel speeds along the 000 and 100 blocks of Ashland Avenue, the Village of River Forest performed traffic count and speed surveys between 2:53 P.M. on Wednesday, October 20, 2021 and 12:58 P.M. on Wednesday, October 27, 2021. It should be noted that the traffic counts and speed surveys were collected using a speed trailer that was parked along the roadway, facing north. The collected data provides the speed of each vehicle and a daily traffic count, and also determined the direction of travel of each vehicle.

The results of the traffic count data indicated the roadway segment carried a total of 6,099 vehicles over the approximately 7-day period which averages to approximately 870 vehicles per day. Furthermore, the results of the traffic count data indicated that there was a relatively even distribution between northbound and southbound vehicles with approximately 58 percent of the total daily vehicles traveling northbound and 42 percent of the total daily vehicles traveling southbound.

The results of the speed data were summarized in two ways. First, the average speed was calculated which defines the median or typical speed traveled by vehicles. Second, the 85th percentile speed was calculated, which is the speed at which 85 percent of the motorists drive at or below and is a benchmark that speed limits are based on.

The results of the speed data indicated that the average speed of both northbound and southbound vehicles was approximately 23 miles per hour and the 85th percentile speed for both northbound and southbound vehicles was 28 miles per hour. It should be noted that approximately 285 vehicles (combined northbound and southbound) or 41 vehicles per day (approximately five percent of the total vehicles) were observed traveling between 30 and 35 miles per hour. Additionally, approximately 63 vehicles (combined northbound and southbound directions) or nine vehicles per day (approximately one percent of the total vehicles) were observed traveling faster than 35 miles per hour.

Furthermore, it should be noted that there was one crash reported at the intersection of Ashland Avenue with Vine Street in February of 2021.

Traffic Count and Speed Data Comparison

Due to the COVID-19 pandemic, the existing traffic volumes, particularly during the weekday morning and weekday evening peak periods may not be typical of pre-pandemic normal traffic conditions. With no historical traffic data collected or available for this roadway segment, it was not possible to compare and/or adjust the results.

However, it should be noted that KLOA, Inc. conducted a roadway evaluation for the 000 Block of Keystone Avenue in 2020 in which 2020 traffic volumes and speed data were compared to data previously conducted by the Village in 2017. The results of this comparison indicated that the results of the 2020 traffic counts and speed data are consistent with the 2017 traffic count and speed data previously collected by the Village of River Forest. As such, it is anticipated that the traffic volumes collected along Ashland Avenue are generally operating within typical/normal traffic conditions.

Evaluation of Traffic Count Data

Based on *Residential Streets*, Third Edition¹, residential roads typically have a daily volume between 400 and 1,500 vehicles. Therefore, the traffic volumes along the 000/100 block of Ashland Avenue are within, at the approximate midpoint, of the acceptable range for residential local roadways. Additionally, the daily traffic volumes are similar in the northbound and southbound directions, which indicates that if cut-through traffic is occurring along Ashland Avenue it is likely limited. As such, the results of the traffic count data suggest that this roadway is operating within its functional capacity and that cut-through traffic, if it is occurring, is minimal.

Evaluation of Speed Data

The main factors affecting travel speeds are the roadway's physical and operating characteristics including width of road, number of travel lanes, hills, curves, roadway surface, and length of free-flow conditions. Many of these attributes are fixed along a roadway's infrastructure and are generally difficult and/or costly to change. Courts typically only uphold tickets when they are 8 to 10 mph over the speed limit and as such, 85th percentile speed within five miles per hour are typically considered accepted or reasonable. As can be seen, vehicles traversing the 000/100 hundred block of Ashland Avenue had an average median speed of 23 miles per hour with an average 85th percentile speed of 28 miles per hour.

Therefore, the results of the speed data indicated that vehicles traversing Ashland Avenue had an observed average speed that is less than the posted speed limit. Additionally, the observed 85th percentile speed along Ashland Avenue is within five miles per hour of the posted speed limit. As such, the travel speeds along Keystone Avenue are reasonable and within the range of typically acceptable speeds.

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

Discussion and Recommendations

In order to determine if an all-way stop sign control is warranted for the intersection of Ashland Avenue with Vine Street, the existing traffic volume and speed data were compared to the Multi-Way Stop guidelines published in Chapter 2B of the Manual on Uniform Traffic Control Devices (MUTCD). The relevant MUTCD criteria for Multi-Way Stop control for this intersection evaluation is as follows:

1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour.
3. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.
4. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop.

The MUTCD states that if the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2. As can be seen from the results of the speed surveys, the 85th percentile speeds do not exceed 40 miles per hour and as such, the original minimum values apply.

Based on the results of the traffic counts, 85 percent of the daily traffic volume on Ashland Avenue occurs between 6:00 A.M. and 8:00 P.M. with the eight highest hours carrying 61 percent of the daily traffic volumes. As such, the highest eight hours carry approximately 531 vehicles or approximately 66 vehicles per hour which is less than the 300 vehicles per hour major street volume required.

Additionally, while no count data is available Vine Street, this roadway is not a through street, serves approximately 13 residential driveways and four public alleys (all of which have multiple access points) and as such, Vine Street is not anticipated to carry greater than 200 units per hour for eight hours on a given day.

As previously indicated, was only one crash reported at the intersection of Ashland Avenue with Vine Street and as such, does not meet the crash criteria for multi-way stop sign control.

Lastly, the sight lines for vehicles stopped on Vine Street waiting to turn onto Ashland Avenue, particularly at the edge of pavement for Ashland Avenue are adequate and do not warrant the provision of additional traffic control. Pictures of the existing sight lines at the Ashland Avenue edge of pavement are included in **Figures 6** through **9**.

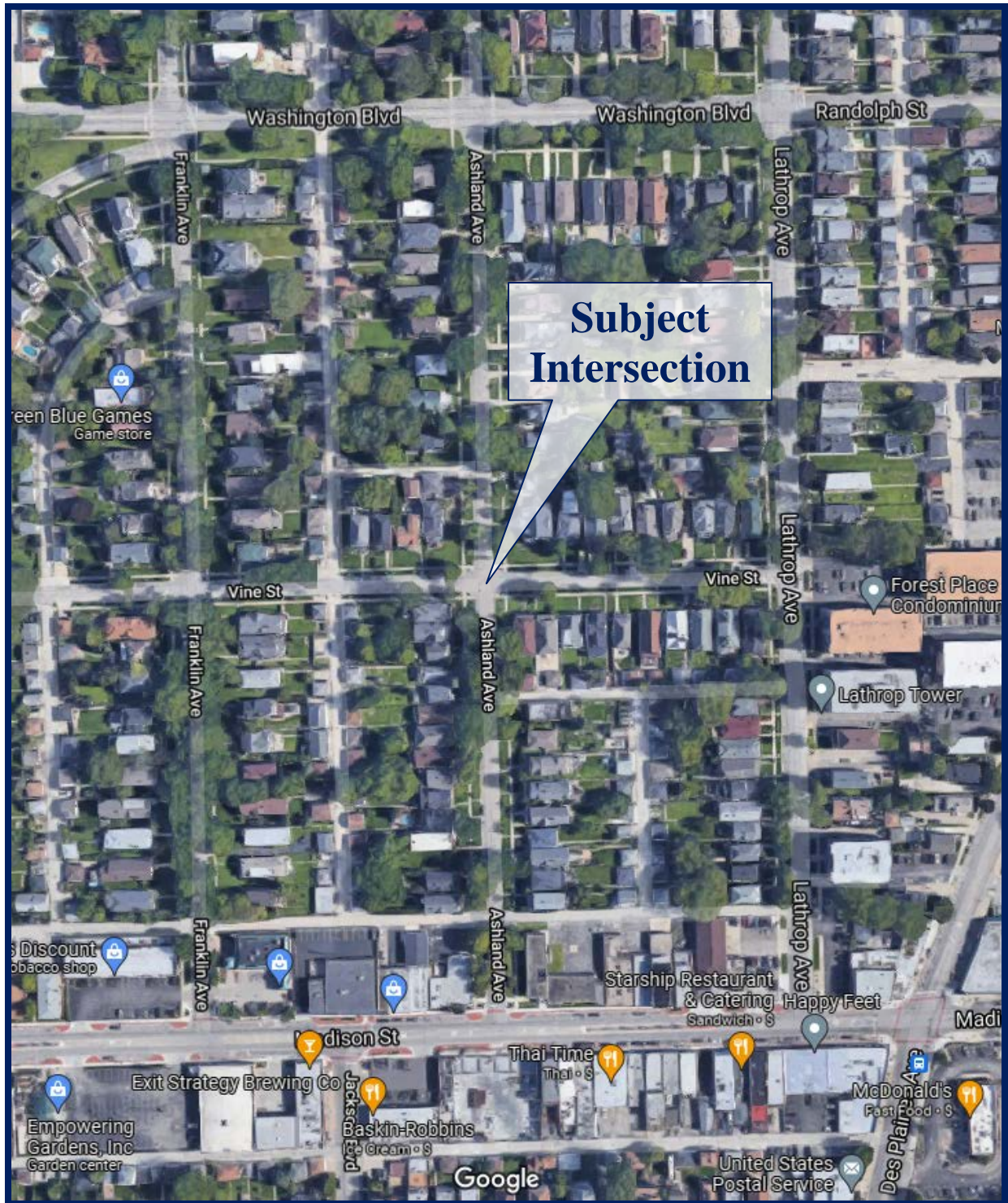
As such, based on the existing traffic volumes, speed surveys, crash data, and intersection configuration, an all-way stop sign control at this intersection is not warranted and as such is not recommended.

Conclusion

Based on the preceding traffic evaluation and review of the existing traffic volumes, speed surveys as well as the roadway's physical and operating characteristics the following was determined:

- The traffic volumes on Ashland Avenue generally fall within the acceptable range for local roads confirming that Ashland Avenue is operating as designated in the May 2019 comprehensive plan.
- The results of the traffic counts, speed surveys, crash data, and intersection configuration do not warrant the provision of all-way stop sign control.
- The travel speeds of traffic on Ashland Avenue with an average median speed of 23 miles per hour and an average 85th percentile speed of 28 miles per hour are reasonable and within the range of typically acceptable speeds.

Appendix



Aerial View of Study Location

Figure 1



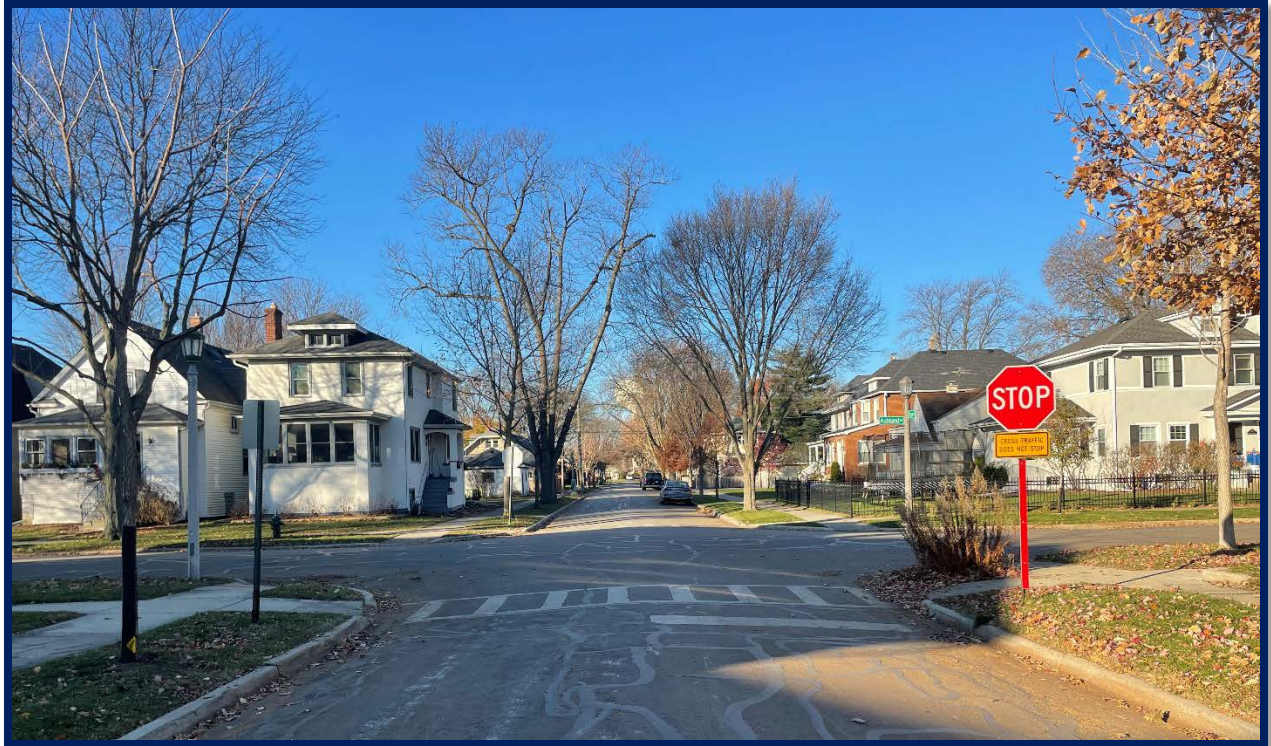
Ashland Avenue Looking North at Vine Street

Figure 2



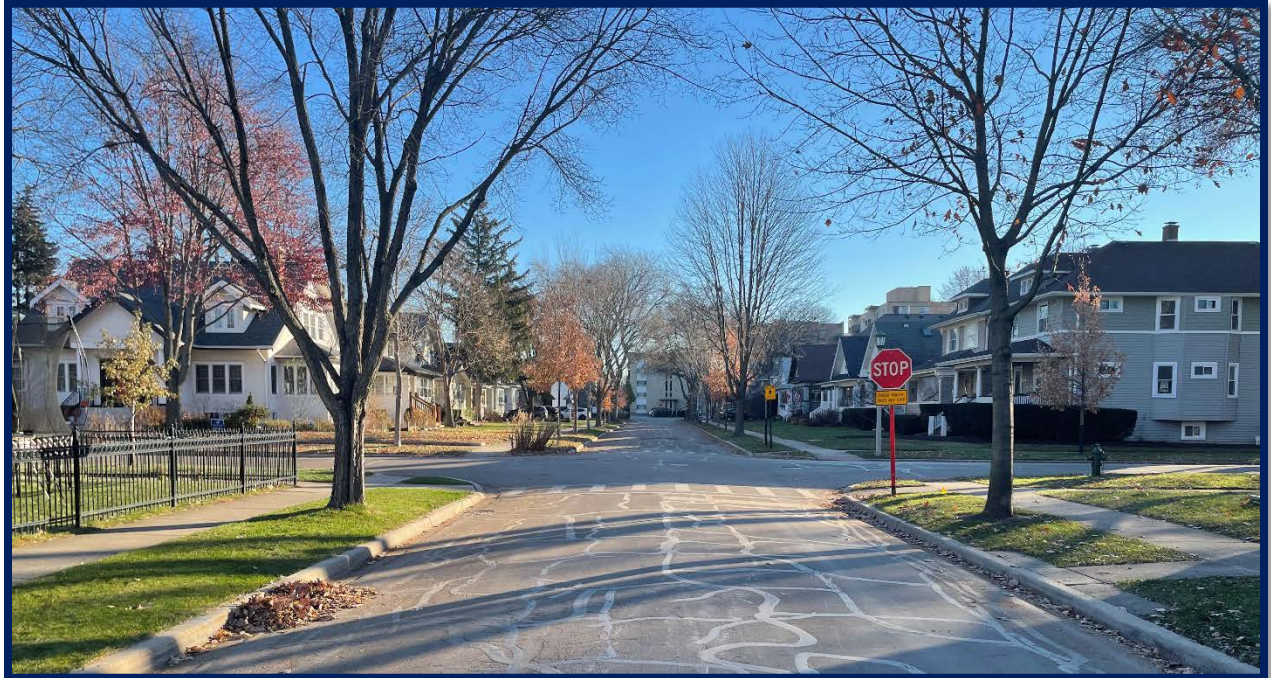
Ashland Avenue Looking South at Vine Street

Figure 3



Vine Street Looking West at Ashland Avenue

Figure 4



Vine Street Looking East at Ashland Avenue

Figure 5



Eastbound Vine Street at Ashland Avenue Sight Lines Looking North

Figure 6



Eastbound Vine Street at Ashland Avenue Sight Lines Looking South

Figure 7



Westbound Vine Street at Ashland Avenue Sight Lines Looking North

Figure 8



Westbound Vine Street at Ashland Avenue Sight Lines Looking South

Figure 9

From: [Ryan Bloecker](#)
To: [Jeff Foster](#)
Subject: Request for street safety commission on Washington Blvd.
Date: Thursday, July 8, 2021 11:07:43 AM

Jeff Foster,

Hello, my name is Ryan Bloecker. I reside at 147 Keystone at the corner of Keystone and Washington in RF.

I would like to make a formal request for commission to help calm traffic on Washington Blvd. Currently it is a daily/hourly safety hazard with vehicles speeding through, running stop signs and using the parking lanes and intersections to pass those that are obeying the traffic laws. We have 20+ children on this street as well as the need to cross Washington Blvd to get to Washington Park.

Additionally, I feel with the minimizing of Madison Ave. down to one lane and the advent of AI assisted GPS offering up Washington Blvd as a 'faster route' our neighborhood has been inundated with more 'passing through' traffic who don't seem to concern themselves with the safety of our neighborhood.

Not having a civic engineering background, I look to similar streets like Chicago Ave. that have added curb bump outs as a solution to help deter the parking lane from being used for the purposes of parking. Just outside of RF, Washington Blvd is a two lane road, I feel bump outs can help reinforce the change to one driving lane.

I am proposing curb bump outs be installed at all 4-way intersections from Thatcher to Lathrop.

I would love to opportunity to form a petition and rally around getting this project implemented. Please let me know the next step in this process. I noticed a Board meeting is coming up in July, is this something I should attend.

thanks, ryan



Traffic and Safety Commission Petition

Requested Action(s): PRESENT A SUFFICIENT CASE OF SUPPORT THAT THE INCREASING WASH. B LVD. TRAFFIC POSSES SAFETY & NEIGHBORHOOD HAZARDS IN ORDER FOR THE VILLAGE BOARD TO COLLECT DATA AND DISCUSS CURB BUMP OUTS OR SIMILAR TRAFFIC CALMING ACTIONS

Name	Address	Date	Signature	Please Check One			
				Agree	Disagree	No Opinion	Unreachable
Ryan Blocher	147 KEYSTONE AVE	7/26/21	<i>[Signature]</i>	X			
MARY FINNERAN	147 KEYSTONE AVE	7/27/21	<i>[Signature]</i>	X			
ARUN JA'ALAN	107 Keystone Ave	7/27/21	<i>[Signature]</i>	X			
Jason Cook	143 Keystone Ave	7/31/21	<i>[Signature]</i>	X			
Katherine Cook	143 KEYSTONE AVE	7/31/21	<i>[Signature]</i>	X			
Carland Madock	142 Keystone Ave	7/31/21	<i>[Signature]</i>	X			
BETSY KIAM	138 KEYSTONE AVE	7/31/21	<i>[Signature]</i>	X			
STEWART WENDEK	138 KEYSTONE AVE	7/31/21	<i>[Signature]</i>	X			
CECILE SICHAU	130 KEYSTONE	7/31/21	<i>[Signature]</i>	X			
Michael Stokler	130 Keystone Ave	7/31/21	<i>[Signature]</i>	X			
Brian Rachunski	115 Keystone	7-31-21	<i>[Signature]</i>	X			
Claudia Fuccet	115 Keystone	7-31-21	<i>[Signature]</i>	X			
Rob Werth	131 Keystone Ave	7-31-21	<i>[Signature]</i>	X			
Dona Werth	131 Keystone Ave	7-31-21	<i>[Signature]</i>	X			
Andy Whiting	146 keystone Ave	8/28/21	<i>[Signature]</i>	X			
Herdr Schmidt Whiting	146 keystone Ave	8/28/21	<i>[Signature]</i>	X			
Kathy Batorich	101 Keystone Ave	8/28/21	<i>[Signature]</i>	X			
Chad Batorich	101 Keystone	8/28/21	<i>[Signature]</i>	X			
Carla Hettner	135 Keystone Ave	8/28/21	<i>[Signature]</i>	X			
Matt Hettner	135 Keystone Ave	8/28/21	<i>[Signature]</i>	X			



Traffic and Safety Commission Petition

Requested Action(s):

Name	Address	Date	Signature	Please Check One			
				Agree	Disagree	No Opinion	Unreachable
Rangella Maddala	107 Keystone Ave	08-29-2001	[Signature]	X			
Beth Knackstad	127 Keystone Ave	8/28/21	[Signature]	X			
Toni Knackstad	127 Keystone Ave	8/28/21	[Signature]	X			
Gregory McClan	106 Keystone Ave	8/28/21	[Signature]	X			
Charles McClan	106 Keystone Ave	8/28/21	[Signature]	X			
Sun Hee Yan	110 Keystone Ave	8/28/21	[Signature]	X			
Mark Lauer	142 Keystone Ave	8/28/21	[Signature]	X			
Willard Karfage	134 Keystone Ave	8/28/21	[Signature]	X			
Heidi Karfage	134 Keystone Ave	8/28/21	[Signature]	X			
Alice Schutzenhofer	203 KEYSTONE AVE	9/2/21	[Signature]	X			
Rich Schutzenhofer	203 KEYSTONE AVE	9/2/21	[Signature]	X			
Cheryl Cordlie	209 Keystone Ave	9/2/21	[Signature]	X			
William Cordlie	209 Keystone Ave	9/2/21	[Signature]	X			
HECTOR GARCIA	214 KEYSTONE	09/02/21	[Signature]	X			
Joe Montroy	144 Forest	9/7/21	[Signature]	X			
Angie Montroy	"	"	[Signature]	X			
Terry Cunningham	7901 Washington Blvd.	9/25/21	[Signature]	X			
Lorna Cunningham	7901 Washington Blvd.	9/25/21	[Signature]	X			
MARIE Cunningham	7901 Washington Blvd.	9/25/21	[Signature]	X			
DENISE DiBisce	231 KEYSTONE AVE	9/28/21	[Signature]	X			

Requested Action(s):

[illegible]

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

FROM: Brendan S. May, PE, PTOE
Senior Consultant

Luay R. Aboona, PE, PTOE
Principal

DATE: January 13, 2022

SUBJECT: Intersection Evaluation
Washington Boulevard with Keystone Avenue
River Forest, Illinois

This memorandum summarizes the results of a traffic evaluation conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the intersection of Washington Boulevard with Keystone Avenue in River Forest, Illinois. The purpose of this evaluation was to examine the existing roadway characteristics, evaluate the traffic counts and speed surveys collected by the Village of River Forest, and determine if additional traffic or speed control should be provided at the intersection. **Figure 1** shows an aerial view of the study location. All figures and tables referenced in this memorandum are included in the Appendix.

Existing Roadway Characteristics

Washington Boulevard is an approximately 42-foot-wide roadway that is under the jurisdiction of the Village of River Forest and is classified as a collector roadway in the May 2019 Comprehensive Plan. Washington Boulevard provides one travel lane in each direction and on-street parking striped on both sides of the street. Parking on both sides of Washington Boulevard is generally unrestricted but prohibited within the vicinity of the Washington Boulevard intersection with Keystone Avenue. Furthermore, Washington Boulevard provides signage reinforcing that driving in the parking lane is prohibited. Additionally, residential homes and their respective driveways front the east side of Washington Boulevard. Washington Boulevard has a posted speed limit of 25 miles per hour.

Keystone Avenue is an approximately 27-foot-wide roadway that is under the jurisdiction of the Village of River Forest and is classified as a local roadway in the May 2019 Comprehensive Plan. Keystone Avenue provides one travel lane in each direction and has a posted speed limit of 25 miles per hour. Parking is permitted on both sides of the roadway, which is restricted to two hours between 8:00 A.M. and 5:00 P.M. Monday through Friday north of Washington Boulevard and unrestricted south of Washington Boulevard. Residential homes and their respective driveways are located on both sides of the roadway.

At the all-way stop sign-controlled intersection of Washington Boulevard with Keystone Avenue, all four approaches provide a shared left-turn/through/right-turn lane. However, it should be noted that the Washington Boulevard travel lanes at this intersection are approximately 20 feet wide, which allows for left-turn/through and right-turn movements to occur simultaneously. As of November 2021, high visibility crosswalks are currently provided on the west and east legs of the intersection. However, based on historical aerial photography of this intersection, the north and south legs of the intersection previously provided high visibility crosswalks which were removed with the recent resurfacing of Keystone Avenue and have not since been replaced.

Photos of this intersection and adjacent roadway segments are provided in **Figures 2** through **5**. It should be noted that based on the May 2019 Comprehensive Plan, this intersection was not identified as an intersection to be evaluated for a traffic control upgrade.

Existing Traffic Counts, Speed Data, and Crash Data Summary

In order to determine the existing traffic volumes and travel speeds along Washington Boulevard between Forest Avenue and Gale Avenue, the Village of River Forest performed traffic counts and speed surveys between 1:01 P.M. on Wednesday, October 27, 2021 and 12:46 P.M. on Wednesday, November 3, 2021. It should be noted that the traffic counts and speed surveys were collected using a speed trailer that was parked along the roadway, facing east. The collected data provides the speed of each vehicle and a daily traffic count and also determined the direction of travel of each vehicle.

The results of the traffic count data indicated the roadway segment carried a total of 28,783 vehicles per day over the seven-day period, which averages approximately 4,112 vehicles per day. Furthermore, the results of the traffic count data indicated that there was a relatively even distribution between eastbound and westbound vehicles with approximately 43 percent of the total daily vehicles traveling westbound and 57 percent of the total daily vehicles traveling eastbound.

The results of the speed data were summarized in two ways. First, the average speed was calculated, which defines the median or typical speed traveled by vehicles. Second, the 85th percentile speed was calculated, which is the speed at which 85 percent of the motorists drive at or below and is a benchmark that speed limits are based on. The results of the speed data indicated that the average speed of both eastbound and westbound vehicles was approximately 27 miles per hour and the 85th percentile speed for both northbound and southbound vehicles was 32 miles per hour. It should be noted that approximately 1,513 vehicles (combined eastbound and westbound directions) or 216 vehicles per day (approximately five percent of the total vehicles) were observed traveling faster than 35 miles per hour. Of the total vehicles traveling faster than 35 miles per hour, 92 percent of these vehicles were traveling in the eastbound direction.

Furthermore, it should be noted that between 2014 and 2021 (as of October 13, 2021) there were 35 reported crashes at the intersection of Washington Boulevard with Keystone Avenue. This results in an average of four crashes per year. Within the last eight years, four years experienced five or more crashes per year. 2014 experienced five crashes per year, 2015 experienced five crashes per year, 2016 experienced nine crashes per year, and 2019 experienced six crashes per year.

Traffic Count and Speed Data Comparison

Due to the COVID-19 pandemic, the existing traffic volumes, particularly during the weekday morning and weekday evening peak periods, may not be typical of pre-pandemic normal traffic conditions. Based on annual average daily traffic volume (AADT) data published on the Illinois Department of Transportation (IDOT) *Getting Around Illinois* website, Washington Boulevard east of Keystone Avenue carries an AADT volume of 6,200 vehicles. As such, it is anticipated that the traffic volumes along Washington Boulevard are approximately 50 percent lower than pre-pandemic conditions.

Evaluation of Washington Boulevard Traffic Count Data

Based on *Residential Streets*, Third Edition¹, collector roadways typically have a daily volume over 1,500 vehicles. Therefore, the traffic volumes along Washington Boulevard are within the acceptable range for collector roadways. Additionally, the daily traffic volumes are similar in both directions which indicates that if cut-through traffic is occurring along Washington Boulevard, it is likely to be limited. As such, the results of the traffic count data suggest that this roadway is operating within its functional capacity and that cut-through traffic, if it is occurring, is minimal. Furthermore, the operation of Washington Boulevard meets the requirements of the Village of River Forest Comprehensive Plan dated May 2019, which states that collector streets move traffic between arterials (IL Route 171 to the west and Harlem Avenue to the east) and local streets (such as Keystone Avenue).

Evaluation of Washington Boulevard Speed Data

The main factors affecting travel speeds are the roadway's physical and operating characteristics including width of road, number of travel lanes, hills, curves, roadway surface, and length of free-flow conditions. Many of these attributes are fixed along a roadway's infrastructure and are generally difficult and/or costly to change. Courts typically only uphold tickets when they are 8 to 10 mph over the speed limit and as such, 85th percentile speed within five miles per hour are typically considered accepted or reasonable. As can be seen, vehicles traversing Washington Boulevard had an average of 27 miles per hour with an 85th percentile speed of 32 miles per hour.

However, as previously indicated, approximately 1,513 vehicles (combined eastbound and westbound directions) or 216 vehicles per day (approximately five percent of the total vehicles) were observed traveling faster than 35 miles per hour. Of the total vehicles traveling faster than 35 miles per hour, 92 percent of these vehicles were traveling in the eastbound direction. This is likely due to westbound vehicles slowing down as they approach the stop sign at Keystone Avenue, while vehicles traveling eastbound have unrestricted traffic flow between Keystone Avenue and Franklin Avenue.

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

Additionally, the majority of vehicles speeding in both directions occurs during the weekday morning (7:00 A.M. to 9:00 A.M.) peak period Monday through Thursday and during the weekday afternoon (2:00 P.M. to 4:00 P.M.) peak periods Fridays, Saturdays, and Sundays.

Looking specifically at the speed data for eastbound vehicles, these vehicles had an average speed of 29 miles per hour with an 85th percentile speed of 33 miles per hour. As such, this 85th percentile speed falls within the 8 to 10 miles per hour range over the speed limit that is typically upheld by courts for traffic tickets.

It should be noted that vehicles travelling in the eastbound direction on Washington Boulevard are traveling between two parks, Washington Commons Park and Washington Square Park, which are separated by Washington Boulevard. A crosswalk connecting these parks is located across the east leg of the intersection of Washington Boulevard with Forest Avenue, approximately 400 feet east of Keystone Avenue.

In order to mitigate any speeding that occurs in the eastbound direction on Washington Boulevard east of Keystone Avenue, enforcement measures should be considered. Additionally, temporary radar speed signs can be installed (such as the ones utilized for data collection) to alert drivers of their prevailing speed. If the provision of temporary speed signs mitigates speeding, then consideration should be given to the installation of permanent radar speed signs. A photo illustrating a permanent speed sign is illustrated in **Figure 6**.

Discussion and Recommendations

Based on the review of the traffic count data and taking into consideration traffic count data previously provided by the Village of River Forest for Keystone Avenue for September 2020, it is anticipated that the all-way stop sign control provided at the intersection of Washington Boulevard with Keystone Avenue is adequate and ensures that the intersection operates at acceptable levels of service. However, in order to confirm these findings, it is recommended that weekday morning and weekday evening peak period turning movement vehicle, pedestrian, and bicycle counts be conducted. Conducting these counts would allow capacity analyses to be performed for this intersection to determine if any enhanced traffic control, such as the provision of a traffic signal, is warranted at this intersection.

It is our understanding that on occasion motorists are not obeying the traffic control along Washington Boulevard. As can be seen from Figures 4 and 5, the visibility of the stop signs on Washington Boulevard have been enhanced with red reflective strips along the stop sign poles and red spinning reflective markers on top of the stop sign. In addition, streetlights are provided at the intersection which further illuminates the intersection and the traffic control. Therefore, the visibility of the stop sign does not appear to be a factor in the motorists obeying the traffic control. However, in order to further enhance the visibility of the stop signs, consideration could be given to installing red LED flashing lights within the border of the stop signs. The LED lights can be powered via solar energy and will provide active illumination of the stop sign. **Figure 7** illustrates a stop sign with solar powered LED illumination. It should be noted that the *Manual on Uniform Traffic Control Devices* (MUTCD) permits the use of illumination on stop signs provided they meet the MUTCD requirements.

Furthermore, as previously indicated, the Washington Boulevard travel lanes are approximately 20 feet wide which allow for left-turn/through and right-turn movements to occur simultaneously. It is our understanding that during peak times, that the width of the roadway allows for vehicles to utilize the parking/curb side lane to pass vehicles that are waiting in queue to advance through the intersection. Should this operation of the Washington Boulevard approaches be deemed undesirable, consideration should be given to providing bump-outs/curb extensions on Washington Boulevard at its intersection with Keystone Avenue.

The provision of these bump-outs will ensure that only one vehicle will enter the intersection from the Washington Boulevard approaches at a time and will discourage the use of the additional pavement width to pass vehicles stopped at the intersection. Furthermore, the provision of a bump-out will reduce the length of the crosswalk and minimize the time a pedestrian spends within the vehicle travel way.

However, prior to the installation of bump-outs, capacity analyses should be performed for the intersection (as discussed previously) to ensure the operation of the Washington Boulevard approaches is adequate as a single travel lane and to determine if any enhanced traffic control should be provided.

Washington Boulevard with Forest Avenue

While the intersection of Washington Boulevard with Forest Avenue is not the subject intersection as part of this evaluation, the findings of the speed surveys indicate that the majority of speeding occurs in the eastbound direction as vehicles travel towards Forest Avenue. As previously indicated, the east leg of Forest Avenue provides a pedestrian crossing that connects Washington Commons Park to Washington Square Park. Therefore, this intersection should also be evaluated for the provision of bump-outs to enhance the pedestrian crossings at this location. These bump-outs could be provided in lieu of or in addition to the provision of bump-outs at the intersection of Washington Boulevard with Keystone Avenue.

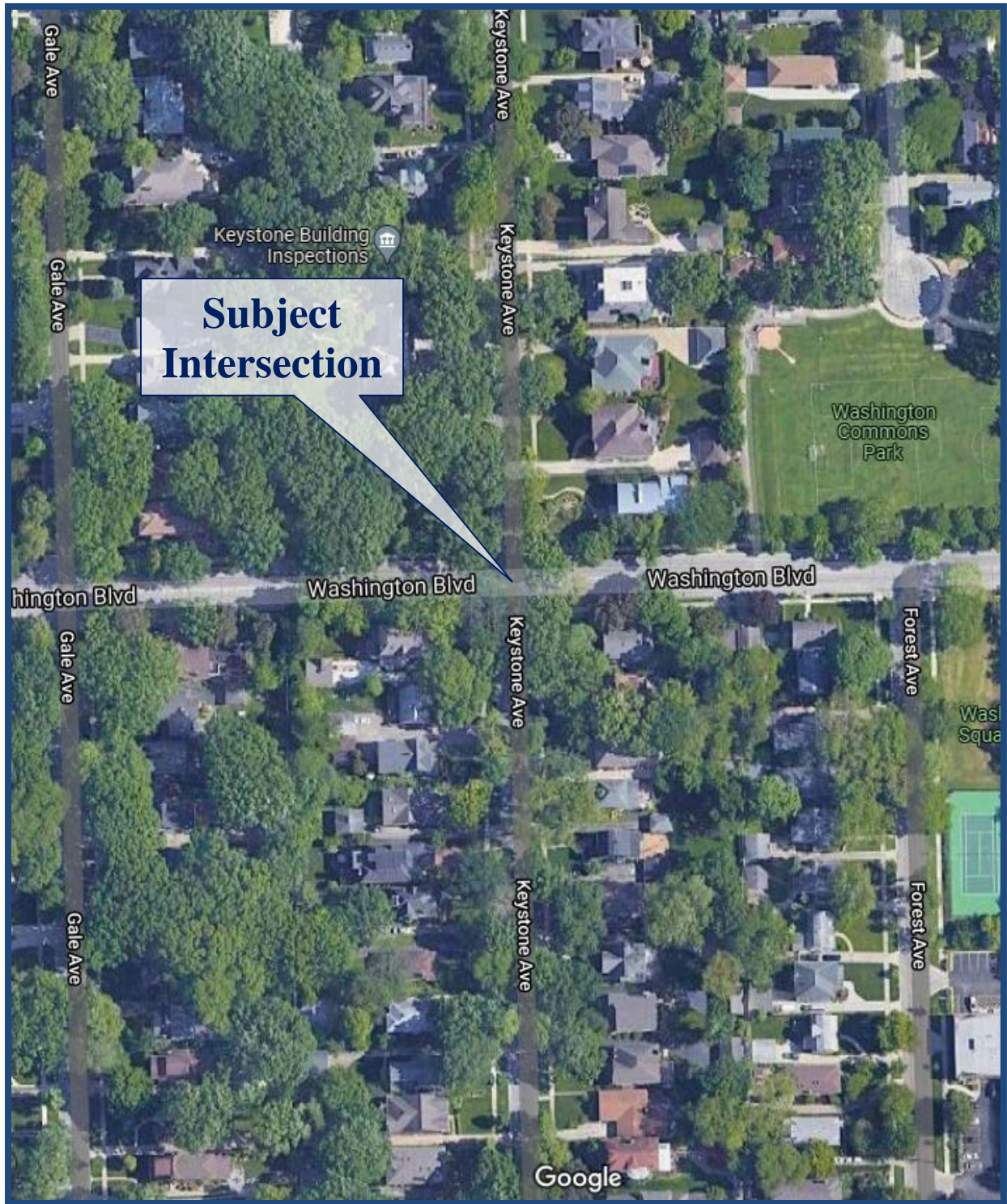
Conclusion

Based on the preceding traffic evaluation and review of the existing traffic volumes and speed surveys as well as the roadway's physical and operating characteristics, the following was determined:

- The traffic volumes on Washington Boulevard generally fall within the acceptable range for collector roads, confirming that Washington Boulevard is operating as designated in the May 2019 comprehensive plan.
- The traffic volumes on Washington Boulevard have an average median speed of 27 miles per hour and an average 85th percentile speed of 32 miles per hour, which are reasonable and within the range of typically acceptable speeds.

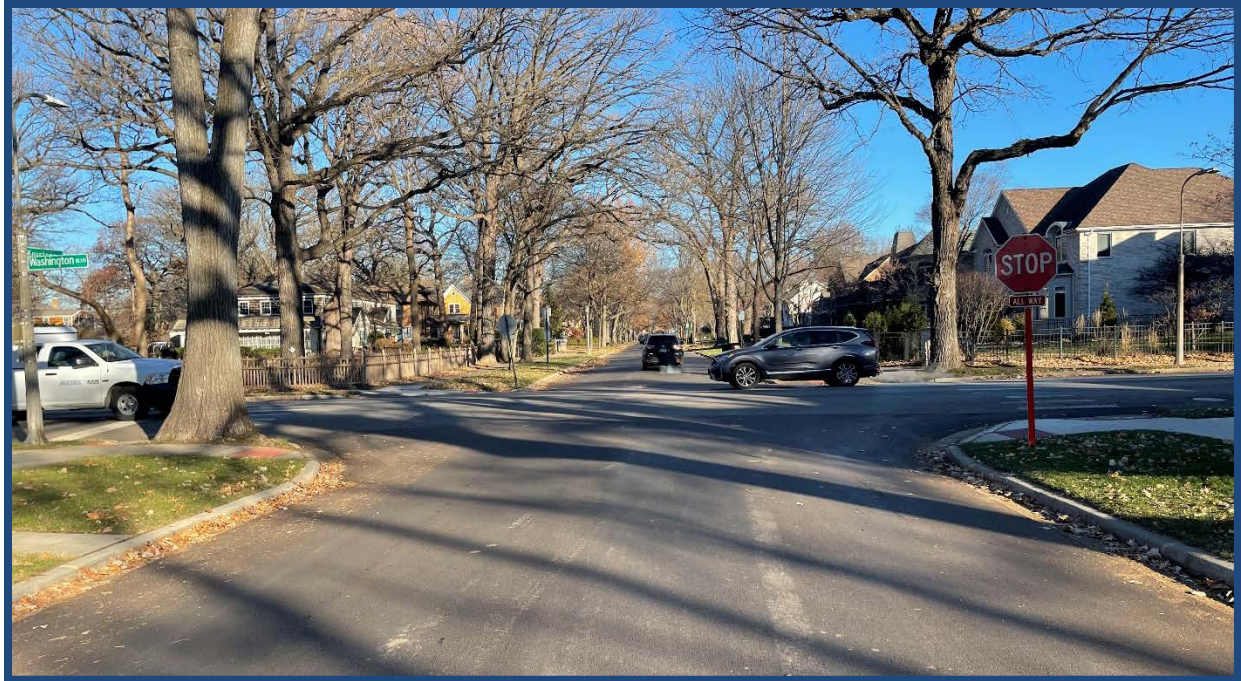
- The eastbound traffic volumes on Washington Boulevard have an average speed of 29 miles per hour with and an 85th percentile speed of 33 miles per hour. The 85th percentile speed falls within the eight to 10 miles per hour range over the speed limit that is typically upheld by courts for traffic tickets.
- In order to mitigate any speeding that is typically occurring in the eastbound direction, enforcement measures should be considered as well as the provision of temporary speed signs and/or permanent radar speed signs placed on Washington Boulevard, facing east, between Keystone Avenue and Forest Avenue.
- To further enhance the visibility of the stop signs on Washington Boulevard at Keystone Avenue, consideration should be given to installing red LED flashing lights within the border of the stop sign. Furthermore, as previously indicated, the Washington Boulevard travel lanes are approximately 20 feet wide, which allows for left-turn/through and right-turn movements to occur simultaneously.
- Should the operation of the Washington Boulevard approaches at Keystone Avenue (given the 20-foot-wide travel lanes) be deemed undesirable, consideration should be given to providing bump-outs/curb extensions on Washington Boulevard at its intersection with Keystone Avenue.
 - Prior to the installation of bump-outs, weekday morning and weekday evening peak period turning movement vehicle, pedestrian, and bicycle counts should be conducted at the intersection of Washington Boulevard with Keystone Avenue. Conducting these counts would allow capacity analyses to be performed for this intersection to determine the adequacy of the existing traffic control and to determine if any enhanced traffic control, such as the provision of a traffic signal, is warranted at this intersection.
- Due to the speeding of some vehicles in the eastbound direction on Washington Boulevard east of Keystone Avenue (which is located between Washington Commons Park and Washington Square Park), the intersection of Washington Boulevard with Forest Avenue should also be evaluated for the provision of bump-outs to enhance the pedestrian crossings at this location. These could be provided in lieu of or in addition to the provision of bump-outs on Washington Boulevard at Keystone Avenue.

Appendix



Aerial View of Study Location

Figure 1



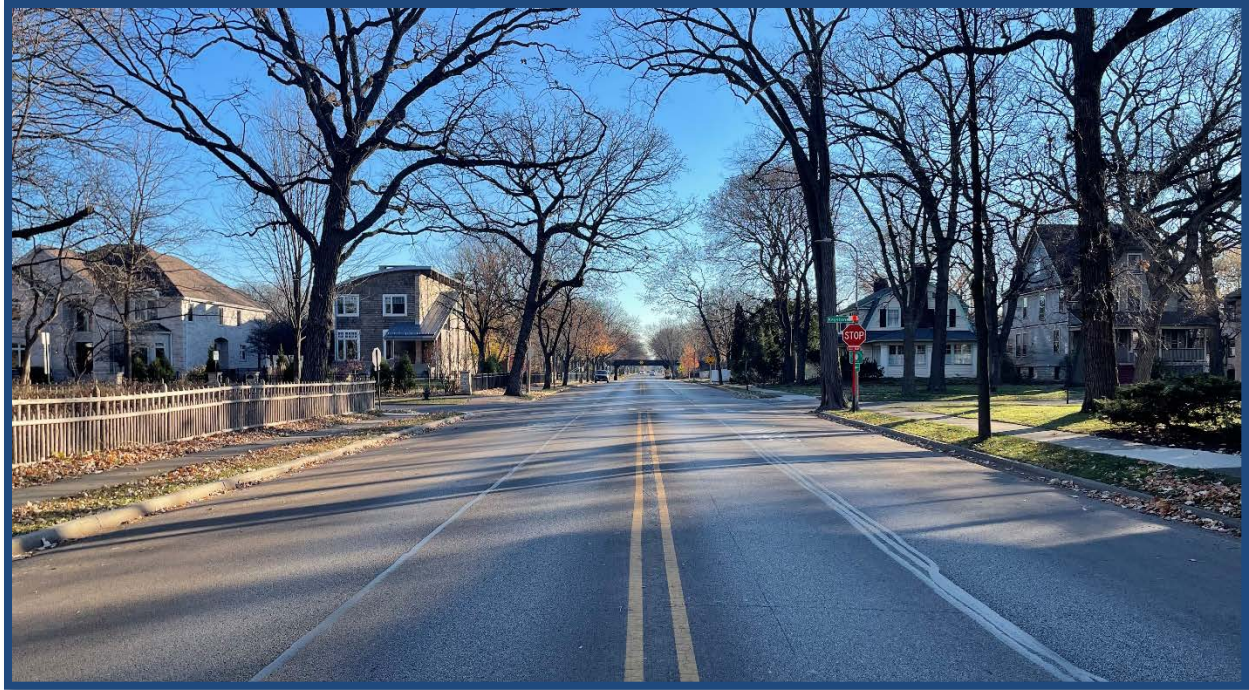
Keystone Avenue Looking North at Washington Boulevard

Figure 2



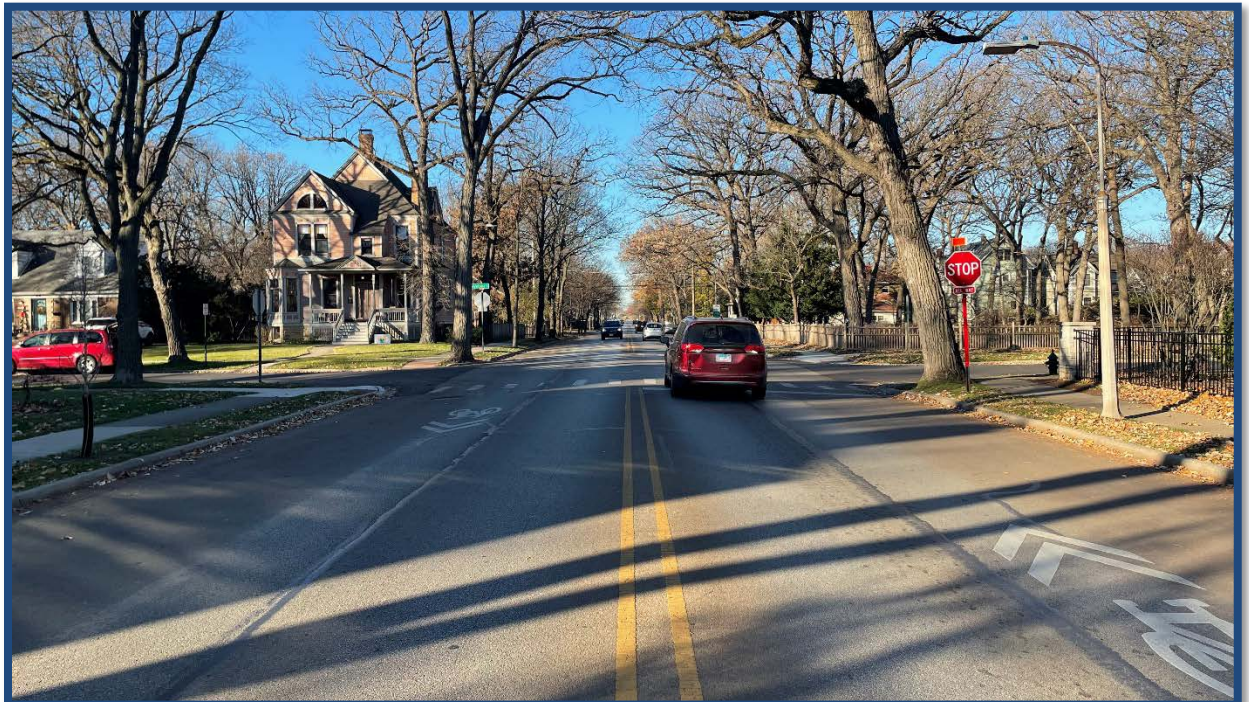
Keystone Avenue Looking South at Washington Boulevard

Figure 3



Washington Boulevard Looking East at Keystone Avenue

Figure 4



Washington Boulevard Looking West at Keystone Avenue

Figure 5



Sample of Permanent Radar Speed Sign

Figure 6



Solar Powered Stop Sign LED Illumination

Figure 7

Peter Puljic

From: Vito [REDACTED]
Sent: Tuesday, December 14, 2021 10:55 AM
To: Peter Puljic
Subject: Request to review Traffic ay Keystone/Linden intersection

Hi Peter, per our conversation, and per the document I shared with you, I am requesting a formal review of the traffic speed at the intersection of Keystone & Linden. I have lived in RF for over 6 years and my office overseas Keystone. Everyday, cars are speeding on Keystone at speeds over 40 miles an hour. There are a number of children playing outside who I am especially concerned about.

As you know, Keystone is not a major roadway but rather a small residential street. There was an accident that occurred on Keystone earlier this year where it resulted in a hit and run. Keystone needs to be taken back control of before a horrible accident occurs.

It is for the above reason that I am requesting a review of this intersection to be discussed during your upcoming January board meeting.

I do not know the answer as to how to control the speed issue, but I do know there is a problem, please help the local residents address this.

FYI, there was not one of the 15 local residents I spoke to, and who have signed the petition, who disagreed that this was an issue. I will assure you, the entire 2 block radius would sign this document if asked.

Please help.