



## VILLAGE OF RIVER FOREST TRAFFIC AND SAFETY COMMISSION MEETING

Wednesday, March 16, 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](mailto: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: 811 8633 6149 or by clicking here: <https://us02web.zoom.us/j/81186336149>. 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](mailto:ppuljic@vrf.us) by 4:00 PM on Wednesday, March 16, 2022.

1. Call to Order/Roll Call
2. Adoption of minutes from the Traffic and Safety Commission held on January 19, 2022.
3. Public Comment
4. Request by Vito Ippolito of 236 Keystone Avenue to install 4-way stop signs and additional traffic control such as police officer issuing tickets and monthly traffic data collection at the intersection of Keystone Avenue and Linden Street.
5. Request by Ryan Bloecker of 147 Keystone Avenue to install “temporary” curb bump-out alternatives and flashing stop signs West/East direction at the intersection of Washington Boulevard and Keystone Avenue.
6. Request by Anna Marie Romeo Gebert of 1035 Thatcher to discuss traffic and safety issues on Thatcher between Chicago Avenue and North Avenue.
7. Vote to have future meetings be in-person only or continue with hybrid meetings.
8. Adjournment



## VILLAGE OF RIVER FOREST TRAFFIC AND SAFETY COMMISSION MEETING MINUTES

Wednesday, January 19, 2021 – 7:30 PM

A regular meeting of the River Forest Traffic and Safety Commission was held on Wednesday, January 19, 2022 at 7:30 P.M. The meeting was conducted online 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 Commissioner Chase, Commissioner Gillis, Commissioner Hoyt, Commissioner J Robin, Commissioner Karrow, Commissioner Osga.

Chairman Rees adopted a motion to approve the minutes from November 17<sup>th</sup>, Commissioner Chase seconded the motion.

All commissioners voted to approve the minutes from the November 17<sup>th</sup> Traffic and Safety Meeting.

### **Public Comment**

Commissioner Karrow described that he lives on the corner of Vine and Ashland, when he and his wife moved to River Forest six years ago, there were no stop signs on the street of Vine. He said today there is a two way stop at the intersection. There was a report done and it resulted in traffic being heavy from South or North was the fastest. He explained that it doesn't take many cars to really alarm neighbors in the town. They believe that signage should be placed near the intersection, but overall a four-way stop would be very ideal. Traffic on Ashland needs to be slowed down before more accidents happen.

Dan McGee lives at the corner of Washington and Ashland, and he said there is a high rate of speed down Ashland. He believes that most of the issues come from cut through traffic because he has seen it himself. He said that there have been several accidents near this intersection throughout the years. Mr. McGee said that he is in support of measures that would slow down the traffic.

Rodga Punka lives at 126 Ashland and he said that he has young children and so do his neighbors. He understands that there was a traffic study done on this intersection, but he thinks that the data should be looked at with an open mind. He said when people see a speed monitor, they most likely are going to slow down, so the information might not be correct.

Angie Grover lives at 7617 Vine Street, said she would echo everything that everyone has already mentioned. She is in favor of the four way stop sign, but she would also like the commission to consider the recent change on Lathrop for no left hand turns during high peak

hours. She said that people are zipping down Ashland and her alley to get to Madison and it is not safe for the children in the neighborhood.

Mary Hilp Griffin lives near the intersection and has noticed that many families have children, but there are so many horrifying accidents that happen at the intersection. She said that the study itself pointed out that on average, nine cars a day exceed thirty-five miles per hour on their street. She said that she is skeptical about the report because parts of the study were copied and pasted, there were references to Keystone Avenue in the middle of an Ashland Avenue study.

Chairman Rees said that he previously noted that they made a comparison of an earlier study that they had done of the first block of Keystone, and noted that the volumes and speeds were consistent with what they found.

Candice Sing lives on the corner of Ashland and Vine, said that when her and her kids walked around the neighborhood getting signatures for the petition, they also asked neighbors how many children lived in the building. She said that they got signatures from over fifty houses and they came up with sixty children ranging from toddlers to high school students. She said many of the children ride bikes or walk to school and it is not safe. She said that from the raw data, sixty-three vehicles were speeding for that week. She said that the data is tainted because majority of the speeders knew that they were being monitored due to a street sign that told them the speed that they were going.

Commissioner Hoyt asked when the signage on Lathrop and Madison was added?

Jeff Loster said that it has been present for several years.

Chairman Rees asked Jeff to clarify the restriction.

Commissioner Hoyt said that it is a no left turn from Lathrop onto Madison during rush hour.

Commissioner Gillis said that KLOA missed getting the neighbors input. He said that he wants to put the stop sign in because it is what the neighbors want and need.

Commissioner Osga said that they have seen this before, he is ready to vote yes for the stop sign.

Chairman Rees said that normally he does not agree with applying stop signs to slow down traffic, so he asked for other remedies.

Commissioner Osga said that he usually agrees because he does not want to see stop signs on every corner. He is inclined to agree with the homeowners of the intersection and said that he would like to move this discussion to the board.

Commissioner Osga made a motion to install a four way stop sign at the corner of Vine and Ashland. Commissioner Karrow seconded the motion. All commissioners except for Chairman Rees voted in favor of installing a four way stop.

Ryan Bloecker said he is talking for the street of Washington and Keystone, to slow down traffic. He said that the street is getting more dangerous and cars are using these streets to bypass congestion on Madison. He said that there are many children on Washington and something needs to be done there in order to control things. He said that some cars would use the parking lane in order to pass cars in the main lane, which becomes dangerous. He said that he would like to see bump outs in this intersection, in order to create a safer street.

Andy Whiting said that the east west traffic is a problem. He said the stop sign is disregarded by so many drivers, so he decided to set up his iPad for an hour and let it face the stop sign. He said that the only car that stopped properly was a police officer. He understands that drivers, including himself roll through stops, but what concerns him the most is the people who completely miss the stop sign. He said that he sees children near this stop sign a lot, while they're walking to school and that is another concern. He said that he is in favor of the bump outs, otherwise something else should be done.

Dan McKee said that the study should have been along Washington Avenue as a whole, instead of just one intersection. He said that many people use the parking lane as a second lane of traffic. He said that there are always problems when the parking strip is empty. He said he is in favor of bump outs, just like Chicago Avenue has.

Commissioner Chase said that bump outs do not detour people going around the cars that are stopped at the stop sign. She thinks that they should consider the bollards to put into the street.

Andy Whiting said that speed bumps might be a good remedy in order to slow cars down.

Commissioner Karrow asked Jeff if temporary bump outs have ever been used in the Village?

Jeff Loster said that they have not used them before.

Commissioner Chase asked if these bump outs will be a problem for the police and fire department?

Jeff Loster said that he will definitely ask for their opinion, but he is not too concerned that it will be an issue.

Commissioner Ayrin said that he is concerned because he has almost been hit several times while walking the dogs. He said this is a bypass street so that cars could zip through Washington. He said that the temporary remedies work, but there needs to be a permanent remedy in place.

Commissioner Hoyt suggested that there should be some signage indicating when they are coming into a neighborhood. She said that sometimes drivers might need to realize that they are driving through a neighborhood after driving through busier roads.

Commissioner Gillis said that he agrees with everything said so far. He believes that there needs to be a solution for this issue.

Commissioner Gillis – asked Jeff when Washington was being repaved?

Jeff Loster said there is nothing planned for Washington in the immediate future.

Commissioner Hoyt asked if the crosswalk markings will be marked again.

Jeff Loster said yes this will be done in spring.

Commissioner Osga mentioned that bump outs won't prevent traffic from running red lights. Noting that Washington is an artery to get through town. Doesn't want to see traffic to not move through easily. He feels the blinking speed signs work. He is in favor of bump outs by Forest and Washington.

Commissioner Aryun noted that there is already a flashing speed sign there. He doesn't think a bump out will prevent traffic from flowing. He feels this is a safety issue and permanent solutions are important and neighborhood signs will not help.

Chairman Rees is in favor of the implementation of a flashing stop sign at Washington and Keystone and temporary bump outs all along Washington. He asked Jeff if we could move forward with implementing this. He'd like Washington to be put on a list for consideration for bump outs.

Commissioner Karrow recommended temporary bump outs similar to those in Oak Park intersection at Jackson and Harlem.

Chairman Rees would like something implemented in the immediate future.

Jeff Loster said that it wouldn't be an issue to start to prepare some temporary bump out options. Anything in addition to those should be in a formal request to be presented to the Board.

Commissioner Osga recommends a stop sign at Forest and Washington, blinking stop sign east and west at Washington radar speed limit sign east of Park Ave.

Commissioner Aryun would like Jeff's recommendations he feels we need a semi-permanent solution.

Commissioner Karrow asked if we need to make a recommendation.

Jeff Loster said the striping is already planned, other recommendations would need to be voted and motioned.

Chairman Rees said he would prioritize the flashing stop signs, and a flashing crosswalk at Forest versus the radar.

Commissioner Karrow agreed

Commissioner Hoyt also agreed.

Commissioner Hoyt made a motion to install flashing stop signs at Keystone and Thatcher.

The motion was passed.

Chairman Rees, commissioner Gillis, Commissioner Hoyt , Commissioner Karrow, commissioner Aryun, Commissioner Osga. Motion was carried.

Commissioner Aryun was made for a flashing crosswalk at Forest and Washington.

Commissioner Chase asked what the cost would be.

Jeff Loster said the cost is anywhere between \$5000 to \$7000 for flashing crosswalk signs.

Motion was passed. Motion was carried.

Motion made to install radar feedback sign at a location to be determined on Washington near the intersection of Keystone.

Commissioner Osga second and recommended it be placed Eastbound.

Commissioner Aryun asked about cost verses physical barriers.

Jeff Loster stated that bump outs would be much costlier.

Commissioner Karrow suggested that the flashing feedback sign should be considered at a later time. Suggested waiting see the results.

Motion did not carry.

Jeff Loster said these will go to the next Board meeting.

Discussion ensued (some inaudible due to technical difficulty)

Jeff Loster stated that if approved by the board they will wait past snow season to implement.

Chairman Rees asked if we could do a study for Keystone and Linden if one had been done.

Jeff Loster said that no study was not done yet at Keystone and Linden.

Vito Ippolito noted that several vehicles speed down Keystone. Stated that neighbors all agreed that traffic speeds down Keystone.

Chairman Rees asked should we be asking KLOA to look at collecting speed data. Recommends we ask KLOA to look at this.

Commissioner Osga doesn't not think KLOA should be involved.

Vito Ippolito said he is not looking for a stop sign. He wants traffic to be safe.

Chairman Rees stated that we will come back to this at the next meeting.

Chairman Rees would like to hear what the consensus was for a stop sign.

Chairman Rees suggested discussing speed measures on Keystone at the next meeting and decide what we have come up with then go back to the residents with a suggestion.

Jeff Loster suggested a conversation with the neighbors during the next meeting by sending out notifications if they want to participate remotely or in person with the next meeting to discuss.

Chairman Rees commented that studies are accurate and would be helpful for this discussion for the next agenda. Suggesting both invite neighbors and do the study.

Jeff Loster said he will initiate the study with KOLA and get this on the March meeting's agenda notifying the area residents of that meeting.

Chairman Rees suggested that moving forward the meeting be all in person.

Jeff Loster responded that the only downfall would be that they would have to restrict the number of residents participating due to safety precautions of spacing individuals out during in person meetings. He said he will check in with everyone 2-3 weeks out to see where we are with Covid.

A motion was made and seconded to adjourn the meeting at 9:20 P.M. All commissioners voted in favor of the motion. Motion passed.

Respectfully Submitted:

*Signature Line*

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Jeff Loster, Secretary

*Signature Line*

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Doug Rees, Chairman  
Traffic & Safety Commission

Date: -----

DRAFT



## Peter Puljic

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**From:** Vito [REDACTED]  
**Sent:** Tuesday, December 14, 2021 10:55 AM  
**To:** Peter Puljic  
**Subject:** Request to review Traffic at 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 oversees 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.

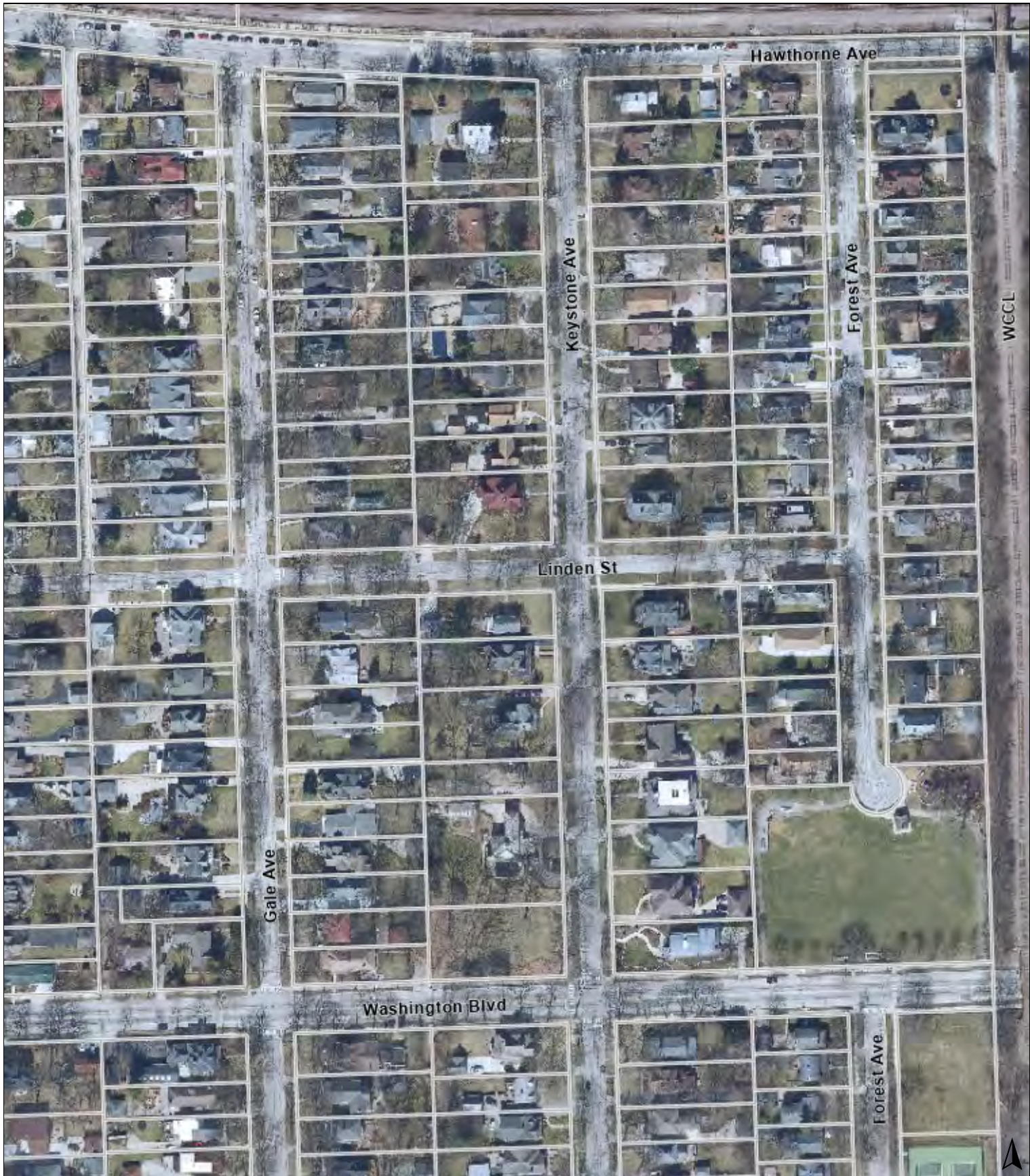
As you know, Keystone is not a major roadway but rather a small residential street. There was an accident that occurred on Keystone earlier this year where it resulted in a hit and run. Keystone needs to be taken back control of before a horrible accident occurs.

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.





Traffic and Safety Commission Petition

Requested Action(s): Review intersection of Keystone & Linden as many cars are speeding down Keystone

Name	Address	Date	Signature	Please Check One			
				Agree	Disagree	No Opinion	Unreachable
GARRETT Olson	334 Keystone Ave <sup>773-</sup> <del>332-7735</del>	10-27-21	<i>[Signature]</i>	X			
MARIN Knebel	314 Keystone Ave	10/30/21	<i>[Signature]</i>	X			
Lesla Hellebrand	314 Keystone	10/30/21	<i>[Signature]</i>	X			
Leslie Furrer	310 Keystone Ave	10/30/21	<i>[Signature]</i>	X			
Brian Hickman	335 Keystone Ave	10-30-21	<i>[Signature]</i>	X			
Brian Hickman	336 Keystone Ave	10-30-21	<i>[Signature]</i>	X			
TIM WATTS	240 Keystone	10-30-21	<i>[Signature]</i>	X			
VITO + PROIN	236 Keystone	10/31/21	<i>[Signature]</i>	X			
TIM OCASIEK	230 Keystone	11/1/21	<i>[Signature]</i>	X			
BILLY KAPPE	222 Keystone	10-5-21	<i>[Signature]</i>	✓			
Colleen Garvey	306 Keystone	11-9-21	<i>[Signature]</i>	X			
KAREN BUTKUS	735 Keystone	11-14-21	<i>[Signature]</i>	X			
Denise Dignan	231 Keystone Ave	11-16-21	<i>[Signature]</i>	X			
SANDRA KELLY	241 Keystone Ave	2-7-21	<i>[Signature]</i>	X			
Patricia Jensen	311 Keystone	12-12-21	<i>[Signature]</i>	X			
Jean Gorman	307 Keystone Ave	12-12-21	<i>[Signature]</i>	X			

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: March 8, 2022

SUBJECT: Intersection Evaluation  
Keystone Avenue with Linden 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 Keystone Avenue with Linden 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 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

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 south of Linden Street. North of Linden Street, parking is restricted to Residential Parking Permit Zone 1 only between 6:00 A.M. and 10:00 A.M. Monday through Friday. Residential homes and their respective driveways are located on both sides of the roadway.

Linden 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. Linden Street provides one travel lane in each direction and on-street parking is permitted on both sides of the road but is restricted to Residential Parking Permit Zone 1 only between 6:00 A.M. and 10:00 A.M. Monday through Friday. Furthermore, residential homes and their respective driveways front the north and south sides of Linden Street.

At the two-way stop sign controlled intersection of Keystone Avenue with Linden Street, all four approaches provide a shared left-turn/through/right-turn lane with the Linden Street approaches under stop sign control. As of March 2022, no crosswalks are currently provided on any of the four legs of the intersection. However, based on past aerial and street views of the intersection, high visibility crosswalks were previously provided on the west and east legs of the intersection, which may have been removed with the recent repaving of the roadways 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 Keystone Avenue at Linden Street, the Village of River Forest performed traffic count and speed surveys between 1:35 P.M. on Tuesday, February 8, 2022, and 11:09 A.M. on Thursday, February 17, 2022. It should be noted that the traffic counts and speed surveys were collected using a speed trailer that was parked along the roadway, facing south. The collected data provides the speed of each vehicle, a daily traffic count, and the direction of travel of each vehicle.

The results of the traffic count data indicated the roadway segment carried a total of 8,333 vehicles per day over a nine-day period, which averages approximately 926 vehicles per day. Furthermore, the results indicated that there was a relatively even distribution between northbound and southbound vehicles with approximately 45 percent of the total daily vehicles traveling northbound and 55 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 85<sup>th</sup> percentile speed was calculated, which is the speed at which 85 percent of the vehicles travel 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 85<sup>th</sup> percentile speed for both northbound and southbound vehicles was 28 miles per hour.

It should be noted that approximately 85 vehicles (combined northbound and southbound directions) or less than 10 vehicles per day (approximately one 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, 85 percent of these vehicles were traveling in the southbound direction.

Furthermore, it should be noted that between 2018 and 2022 (as of February 22, 2022) there were zero reported crashes at the intersection of Keystone Avenue with Linden Street.

## 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 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 Keystone Avenue are generally operating within typical/normal traffic conditions.

### Evaluation of Keystone Avenue Traffic Count Data

Based on *Residential Streets*, Third Edition<sup>1</sup>, residential roads typically have a daily volume between 400 and 1,500 vehicles. Therefore, the traffic volumes along Keystone Avenue are within the acceptable range (at the approximate midpoint) for residential local roadways. Additionally, the daily traffic volumes are similar in both directions, which indicates that if cut-through traffic is occurring along Keystone Avenue 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 Keystone Avenue meets the requirements of the Village of River Forest Comprehensive Plan dated May 2019, which states that local streets provide direct access to residential areas and other private property. These roadways carry low traffic volumes at low speeds, connecting to higher-capacity collector and arterial streets (such as Washington Boulevard).

### Evaluation of Keystone Avenue 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, 85<sup>th</sup> percentile speeds within five miles per hour are typically considered accepted or reasonable. As can be seen, vehicles traversing Keystone Avenue had an average of 23 miles per hour with an 85<sup>th</sup> percentile speed of 28 miles per hour.

Therefore, the results of the speed data indicated that vehicles traversing Keystone Avenue had an observed average speed that is less than the posted speed limit. Additionally, the observed 85<sup>th</sup> percentile speed along Keystone 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.

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<sup>1</sup> *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 all-way stop sign control is warranted for the intersection of Keystone Avenue with Linden 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 are 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 eight hours of an average day.
2. The combined vehicular, pedestrian, and bicycle volumes entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same eight 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 occur 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.

It is important to note that the MUTCD indicates that yield or stop signs should **not** be used for speed control.

Based on the results of the traffic counts, 83 percent of the daily traffic volume on Keystone Avenue occurs between 6:00 A.M. and 7:00 P.M. with the eight highest hours carrying 65 percent of the daily traffic volumes. As such, the highest eight hours carry approximately 602 vehicles or approximately 75 vehicles per hour, which is less than the 300 vehicles per hour major-street volume required.

Additionally, while no count data is available for Linden Street, this roadway is not a through street and serves twelve residential driveways, a north-south public alley (that also has direct access to Hawthorne Avenue), and the Forest Avenue cul-de-sac. As such, given that Keystone Avenue does not exceed 200 vehicles per hour, it is anticipated that Linden Street also does not carry greater than 200 vehicles per hour for eight hours on a given day.

As previously indicated, between 2018 and 2022 (as of February 22, 2022) there were no crashes reported at the intersection of Keystone Avenue with Linden Avenue and, as such, this intersection does not meet the crash criteria for multi-way stop sign control.

Lastly, the sight lines for vehicles stopped on Linden Street waiting to turn onto Keystone Avenue, particularly at the edge of pavement for Keystone Avenue, are adequate and do not warrant the provision of additional traffic control. Pictures of the existing sight lines at the Keystone 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 is not recommended.

## 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 Keystone Avenue generally fall within the acceptable range for collector roads, confirming that Keystone 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 vehicles on Keystone Avenue, with an average median speed of 23 miles per hour and an average 85<sup>th</sup> percentile speed of 28 miles per hour, are reasonable and within the range of typically acceptable speeds.



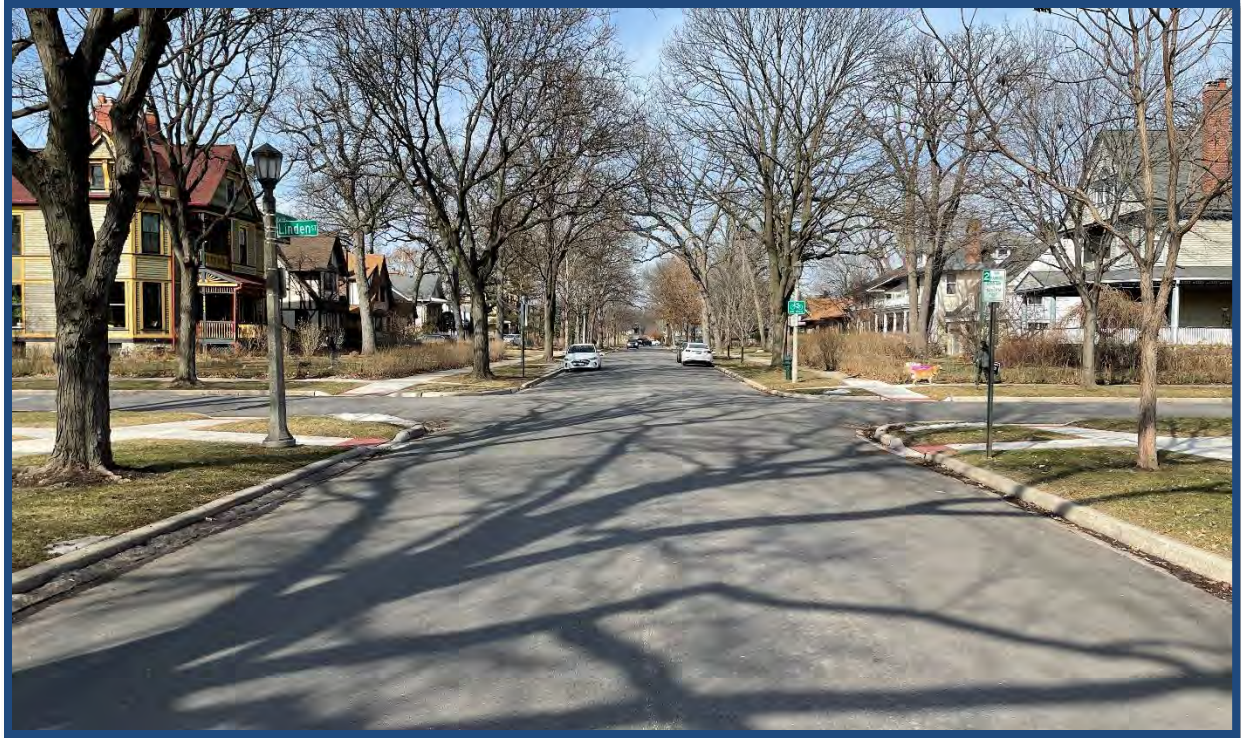
# Appendix



Aerial View of Study Location

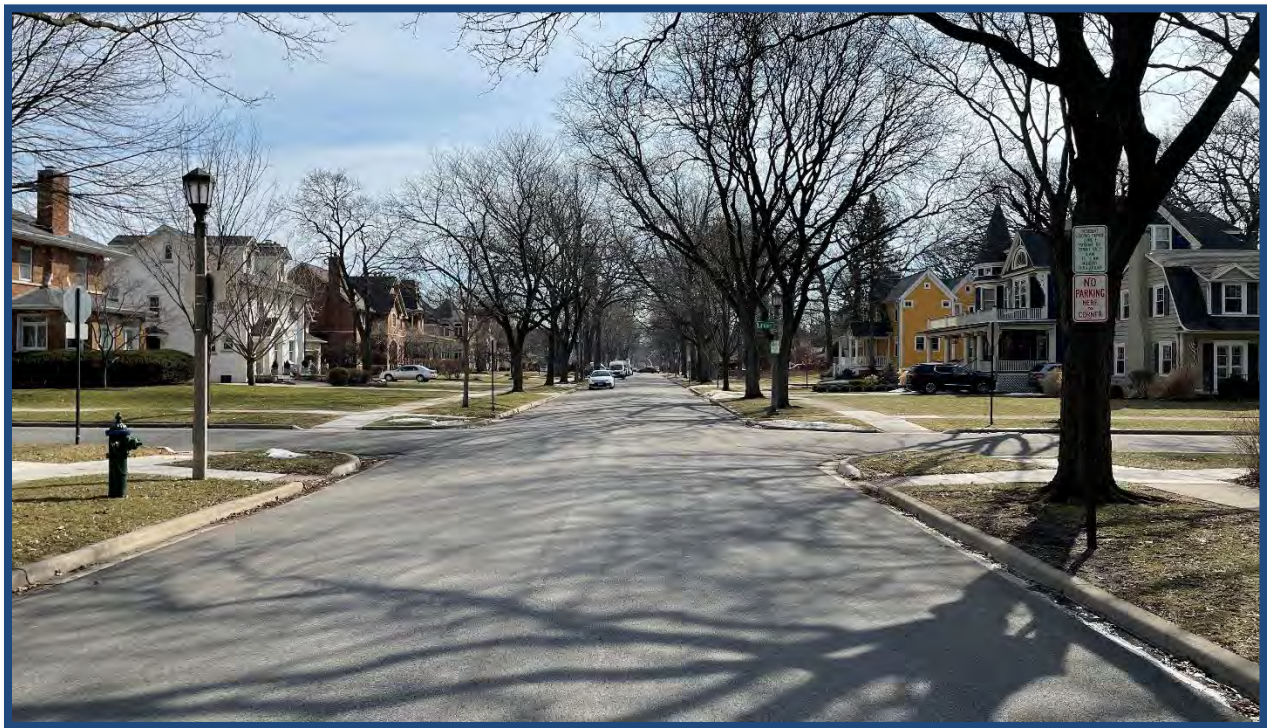
Figure 1





**Keystone Avenue Looking North at Linden Street**

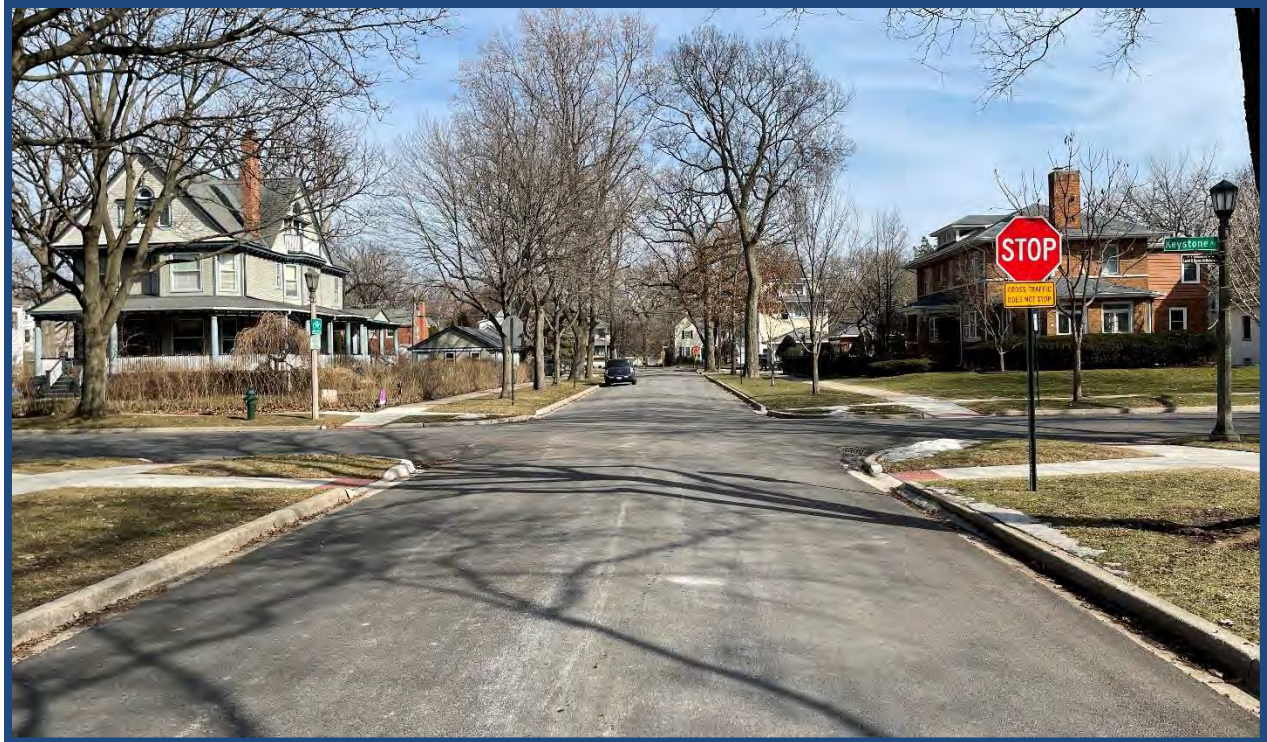
**Figure 2**



**Keystone Avenue Looking South at Linden Street**

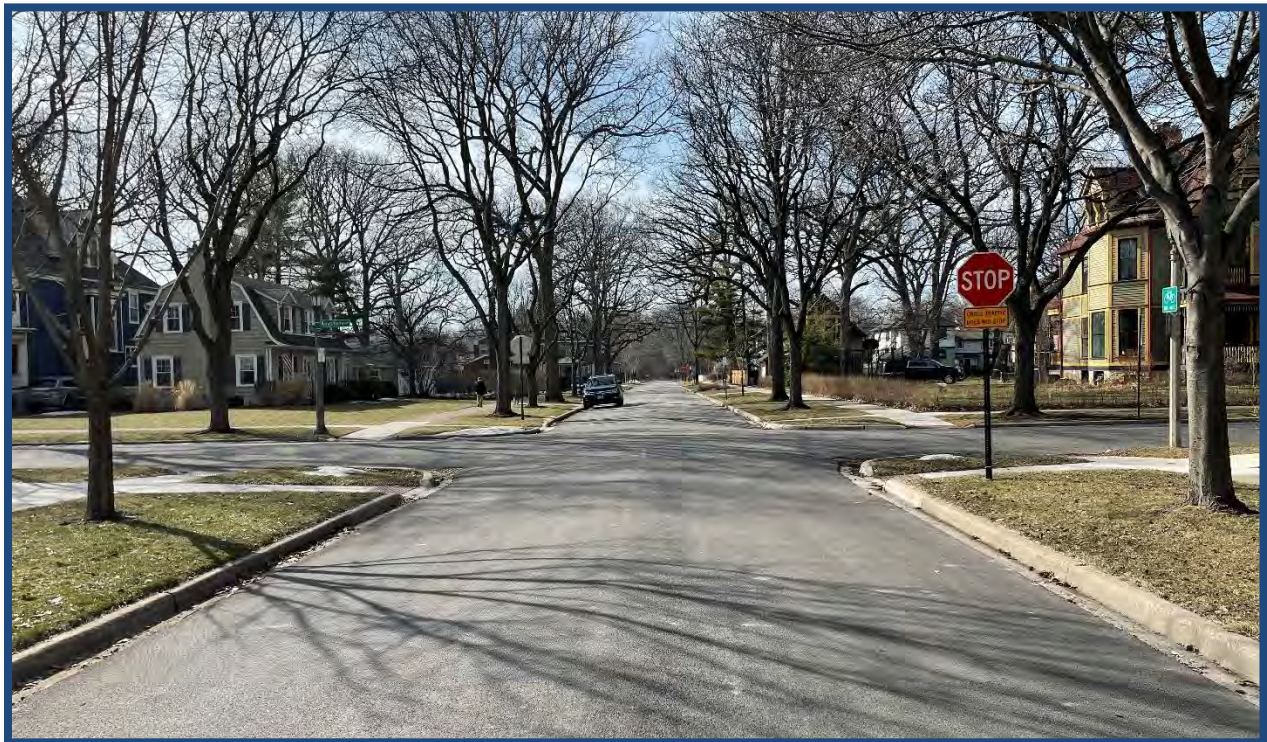
**Figure 3**





**Linden Street Looking East at Keystone Avenue**

**Figure 4**



**Linden Street Looking West at Keystone Avenue**

**Figure 5**





**Eastbound Linden Street at Keystone Avenue Sight Lines Looking North**

**Figure 6**



**Eastbound Linden Street at Keystone Avenue Sight Lines Looking South**

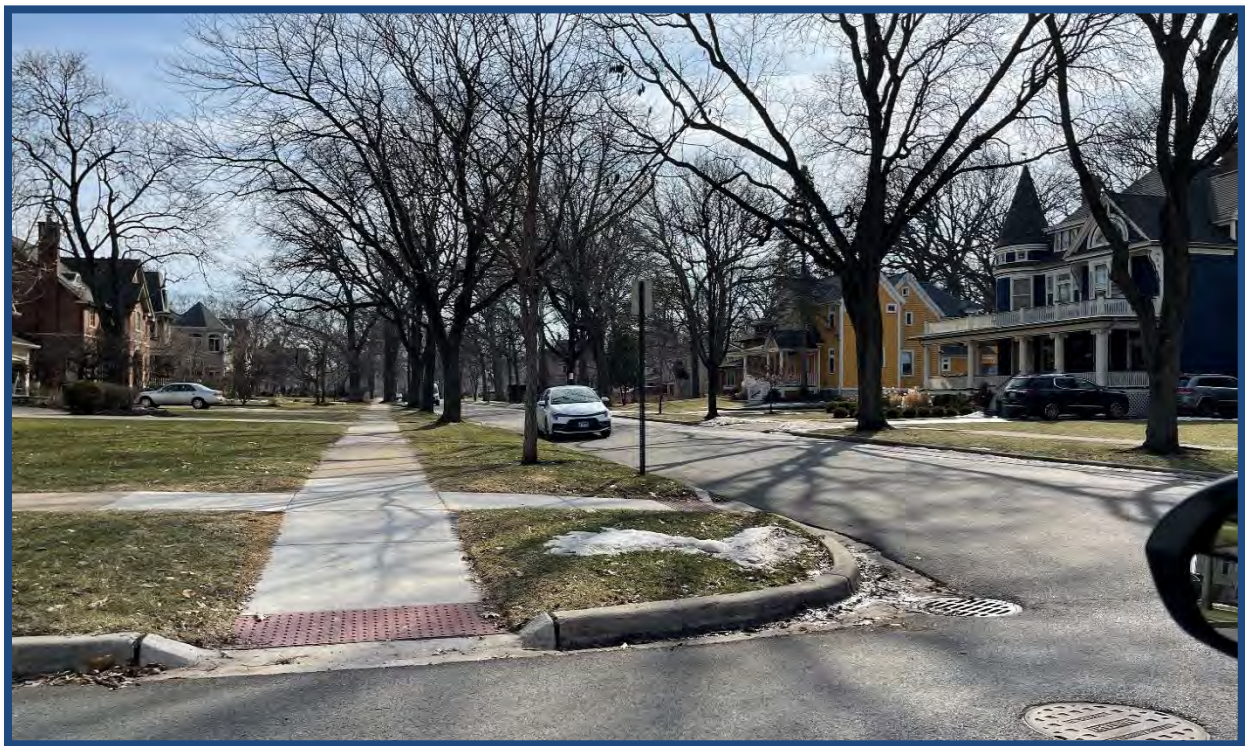
**Figure 7**





**Westbound Linden Street at Keystone Avenue Sight Lines Looking North**

**Figure 8**



**Westbound Linden Street at Keystone 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

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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 Stabler	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 SchmidtWhitiz	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
Lungueta 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 Korfage	134 Keystone Ave	8/28/21	[Signature]	X			
Heidi Korfage	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 85<sup>th</sup> 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 85<sup>th</sup> 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 Edition<sup>1</sup>, 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, 85<sup>th</sup> 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 85<sup>th</sup> 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.

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<sup>1</sup> *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 85<sup>th</sup> percentile speed of 33 miles per hour. As such, this 85<sup>th</sup> 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

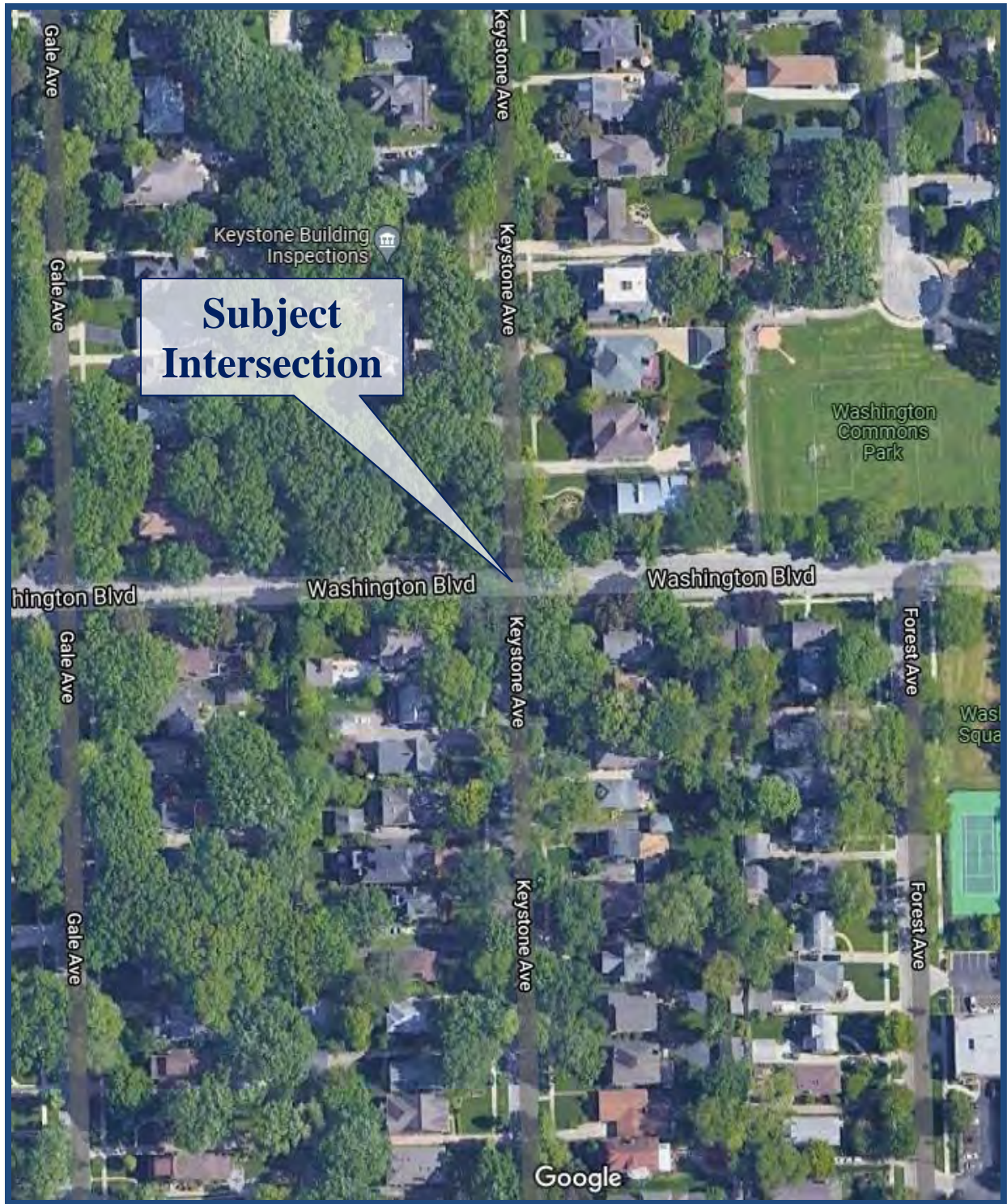
Based on the preceding traffic evaluation and review of the existing traffic volumes and speed surveys as well as the roadway's physical and operating characteristics, the following was determined:

- 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 85<sup>th</sup> 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 85<sup>th</sup> percentile speed of 33 miles per hour. The 85<sup>th</sup> 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

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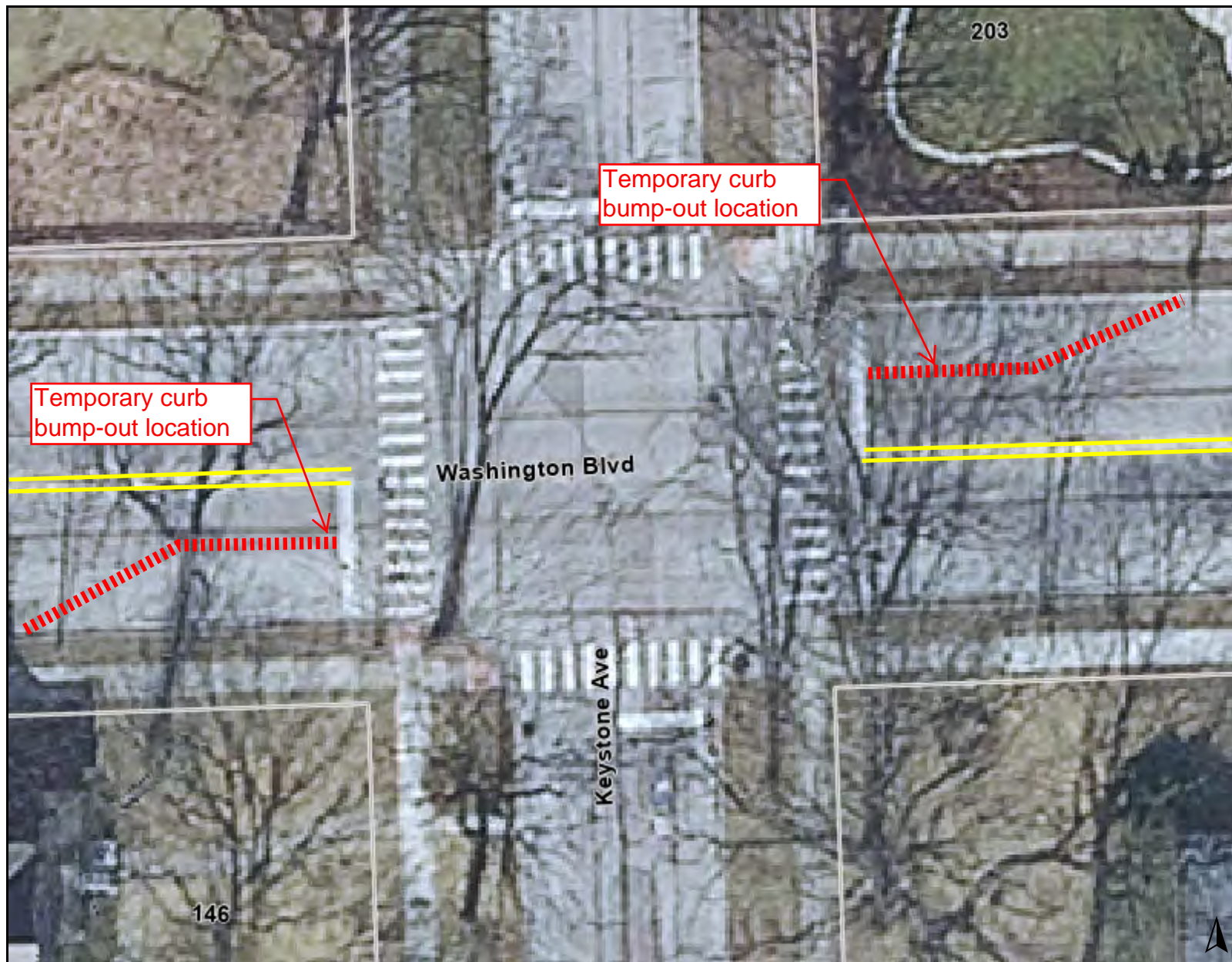
**From:** Anna Marie Romeo [REDACTED]  
**Sent:** Monday, February 14, 2022 2:43 PM  
**To:** Peter Puljic  
**Cc:** Donald Glazier; Kathy Kline  
**Subject:** Getting on the Traffic and Safety Committee March Meeting--March 16

Good afternoon. I live at 1035 Thatcher. On behalf of myself and my Thatcher neighbors Donald Glazier and Kathy Kline, we request to be included on the March agenda-- I think the meeting is March 16--of the Traffic and Safety Committee to identify and discuss some traffic and safety issues on Thatcher between Chicago Avenue and North Avenue. On January 28, we met with Chief O'Shea and several other members of the police department to discuss these same issues. Chief O'Shea suggested that we reach out to this committee with our concerns.

We look forward to hearing from you.

Anna Marie Romeo (Gebert)  
1035 Thatcher  
[REDACTED]





**Legend**



**Print Date: 3/9/2022**

**Notes**

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



Curb Delineator



Retracting Traffic Cone Bar



Calming Curbs



Portable Plastic Barrier System



Plastic Bollards

