



VILLAGE OF RIVER FOREST TRAFFIC AND SAFETY COMMISSION MEETING

Wednesday, January 20, 2021 – 7:30 PM
Village Hall – Community Room, 400 Park Ave., River Forest, IL

AGENDA

Physical attendance at this public meeting is limited to 20 individuals, with Committee members, staff and consultants having priority over members of the public. Public comments will be shared with the Committee. You may submit written public comments via email in advance of the meeting to: jloster@vrf.us. You may listen to the meeting by participating in a Zoom conference call as follows: dial-in number: 312-626-6799 with meeting ID: 817 2751 5997 or by clicking here: <https://us02web.zoom.us/j/81727515997>. If you would like to speak during public comment or if you wish to participate in-person, please email jloster@vrf.us by 4:00 PM on Wednesday, January 20, 2021.

1. Call to Order/Roll Call
2. Adoption of meeting minutes from the May 20, 2020 Traffic and Safety Commission Meeting
3. Public Comment
4. Request by Village Staff to review changes associated with the Village's Safe Walking Routes to Schools (SWRTS) Project (tabled from the 9/16/20 meeting).
5. Request by Michael Esposito at 355 Thatcher to install a north/south crosswalk at the intersection of Hawthorne Avenue and Thatcher Avenue (tabled from the 11/18/20 meeting).
6. Request by the Traffic and Safety Commission to discuss a study of all intersections along North Avenue from Lathrop to Harlem and along Harlem Avenue from North to Division.
7. Request by the Traffic and Safety Commission to discuss a possible study of the intersection of Thatcher Avenue and Hawthorne Avenue to determine whether full stop control is warranted on all legs.
8. Adjournment



VILLAGE OF RIVER FOREST TRAFFIC AND SAFETY COMMISSION MEETING MINUTES

Wednesday, May 20, 2020 – 7:30 PM

A regular meeting of the River Forest Traffic and Safety Commission was held on Wednesday, May 20, 2020 at 7:31 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 Chairman Rees, Commissioner Buis, Commissioner Rees, Commissioner Cleary, Commissioner Gillis, and Commissioner Jayaraman and Commissioner Wade.

Public Comment

Ceci Morris of 8113 Lake Street places a vote for Option 1 of the proposed plans for parking in Zone 4. This has to do with the area on Edgewood Place by the commuter parking area.

Megan Keskitalo lives on 8125 Lake Street and urges the committee to consider only Option 1. She feels Option 2 will not meet the needs of the residents due to the blanket restrictions. Residents park on Edgewood Place and Central Avenue 24-hrs a day, 7 days a week. Some have no other parking options. Adopting Option 2 will force the parking problem into adjacent streets. While Option 1 makes regulation more difficult for enforcement monitoring, Option 2 will make parking untenable to residents. She counted cars on Edgewood Place between Lake Street and Central Avenue, on a Saturday, under a shelter at home order, when expected to have no commuters and she observed 9 cars parked. Occupying most of the available parking on Edgewood place. She is sure if the residents of zone 4 were notified they need to have zone hang tags they would comply. The process for obtaining the tags has not been made clear, so the lack of them makes sense. Ms. Keskitalo adds that neither plan addresses overnight parking, which is a concern in this area. Currently this area is used for 24-hr parking and the residents will continue to have a need to park overnight.

Gino Pisani and Alex Sun live at 8119 Lake Street, they do not have any access to convenient street parking. When they have guests they direct them to park on Edgewood Place. Having a designated time for parking would not be inviting or allow guests to visit at their leisure. They are against any designated times. Parking has worked for the past 25 years, but if they had to choose they would prefer Option 1.

John Kwoka resides at 424 Edgewood Place, Option 1 is the only reasonable one. Option 2, which includes 4-hr parking is not a valid option. He owns two cars, as well as some of his neighbors. Re-parking every 4 hours is not an option. Paying for a street pass/permit to park on the street is an unfair burden. Union Pacific has already removed the contractually agreed upon parking along Central Avenue. The residents of Edgewood Townhouses park on Edgewood Place 24-hrs a day,

7 days a week. They received zone tags from the Village, this works for them. Parking in front of their townhouse is reasonable.

Jessica Harmon from 8117 Lake Street elected Option 1. She considers there is no need to make substantial changes to how zone 4 is regulated. As a resident of this zone she has no issue finding parking, has not been inconvenienced by time limits or by requiring to display hang tags. Ms. Harmon suggests targeted communications to residents in permit areas reminding of the requirement and how to obtain the hang tag. This would help mitigate the need for additional steps for enforcement. Option 1 also protects the limited parking available for a densely populated area.

New Business – Presentation of the River Forest Commuter Parking Study (Draft) Report by KLOA, Inc.

Eric Russel from KLOA notes the purpose of the study is to identify strategies to minimize impact on residential streets from the commuting population. Also make sure there is sufficient commuter parking at the Metra Station. The study was broken into 4 zones. Zone 1 surrounds the Dominican Campus. Zone 2 surrounds the Concordia Campus. Zone 3 surrounds the Town center area. Zone 4 surrounds the Metra Station. Some off-street parking facilities were a key part of the study. Including the Metra station lots, Village-owned lots, Dominican University lots and garage and Concordia University lot and garage. Data was obtained from 7am to 7pm through various means. Feedback went into recommendations and reviewed with Village Staff. A parking questionnaire was sent out to residents and commuters. The greatest concerns are inadequate amount of parking, the wait list for the commuter parking being long and lack of interest in the “premium” Metra parking. On Zone 4 the wait list for monthly permit parking is up to a year. Wait-listers must pay the daily parking fee, which is double of what the permit fee would be per day. The West Thatcher permit lot never looks full, at about 58% capacity. Currently Metra parking provides 189 spaces. The recommendation for the Metra parking is to maintain current Commuter Parking allocations. West of Thatcher remains Permit Parking, east of Thatcher remains Daily Fee Parking. Eliminate permit wait list by lifting the sales cap and selling permits to all interested residents. Projected demand with no cap is at 109% capacity. Monthly permit spaces continue on a first come, first served basis. In the event all the spaces are filled the permit holders would park in the Daily Fee spaces without paying the fee.

Chairman Rees questions if this data was collected pre COVID pandemic?

Eric Russel replies the data was collected in the middle of November. The study was produced early February.

Commissioner Jayaraman inquiries if they should take into consideration the number of commuters have significantly gone down due to the pandemic? This might go well into next year.

Eric Russel advises it does need to be considered since a huge population is not taking the Metra now. Eventually things get back to normal and there shouldn't be a wait list anymore.

Chairman Rees asks Jeff Loster, Village Engineer if he is aware why there is such a long wait list for Permit Parking?

Jeff Loster, Village Engineer answers the Village traditionally has over sold a certain percentage of permits. This accommodates the fact that not everybody uses their permit on a daily basis. The Village determined it's ok to oversell to some degree, but don't want to be egregious with that. If we over sell too much, someone with a permit will have no parking spot.

Eric Russel moves on to street parking on Zone 4. Peak time for parking is noon. A lot of the parking around the Metra station was filled. Along Lake Street the 3-hr parking had a higher use. Near Lincoln Elementary School it's pretty filled up. He has two Options for Zone 4.

Option 1 is to maintain the Resident Permit Parking program, with some minor adjustment to the regulations. They found that the Resident Permit program has been effective at minimizing the commuter parking impacts. There was not a lot of feedback from current resident stating the current regulations being ineffective. Option 2 is to replace Resident Permit Parking,

2-hr and 3-hr parking with blanket 4-hr regulation over the broader area. The intent is to prevent commuters from parking on residential streets with less inconvenience. Some

advantages to Option 1 are to continued commuter deter parking. Provide additional parking opportunities convenient to the apartment residents. Disadvantages are shorter time limits of 2-hr and 3-hr parking. The targeted enforcement on the specific blocks, specifically for the vehicles who don't have the permits on display. Advantages of Option 2 it also deters commuter impact due to the 4-hr period. Enhances the available parking for the residents since it will eliminate the parking permit. By having a 4-hr regulation rather than a 2-hr guests can stay longer. A disadvantage is it might open up for commuters that are residents from other parts of the Village.

Chairman Rees addresses the Commissioners to get a consensus on which recommendation they favor.

No Commissioners strongly support Option 2.

Commissioner Gillis questions if they would be retaining the 3-hr parking on Lake Street? Suggests turning south of Edgewood Place to Thatcher Avenue Resident Parking only.

Eric Russel does not have any recommendations to convert any of the hourly parking in Option 1. They can amend any option if the Commission feels a recommendation to be a good one.

Commissioner Buis approves of Commissioner Gillis suggestion.

Eric Russel proceeds to present zone 3. This zone is broken down into two areas, the neighborhood north of Lake Street and the Town Center area south of Lake Street. Almost the entire area is under a 2-hr parking restriction 24-hrs a day, 7 days a week. Except for the 600 and 700 blocks of Monroe Avenue, which are unregulated. South of Lake street there is Resident Only Daily Fee Parking west of William Street intended for the CTA station. There is Business Permit parking on the south side of the Town Center. KLOA observed the duration of parking to perceive the extent of the violations. North of Lake Street they recommend a longer time limit, replace the 2-hr parking with 4-hr parking. Equally install the 4-hr limits on the unregulated blocks. This will make it consistent across the entire zone. Allowing continued commuter parking deterrence and will improve enforcement efforts. The 4-hr parking will be more convenient for resident parking than the 2-hr

parking. South of Lake Street they recommend relocating Resident Only Daily Fee Parking closer to the CTA station. Currently it is not used, being a third of a mile from the train station. Shift some of the Business Permit Parking spaces with the Resident Only Daily Fee Parking for the CTA.

Chairman Rees questions who is receiving the citations north of Lake Street?

Jeff Loster, Village Engineer responds the Community Service Officer informed him, if he sees it's a resident parked longer than the limit, he usually lets them slide. There have not been many complaints, because if residents are parking longer than the 2-hr limit they are not getting cited. The ones getting tickets are non-resident vehicles.

Chairman Rees asks if the police would prefer a blanket 4-hr oppose to a 2-hr regulation?

Jeff Loster, Village Engineer believes doing a blanket regulation regardless of the time would be easier than a Resident Permit. With a permit they need to check each vehicle, with the time limits they go by with the license plate reader. The longer the time, the less they need to go by the area. Extended time would be easier for them.

Commissioner Wade is confused as to why they are thinking of changing anything? If no one is ticketing the residents, what's the point?

Eric Russell explains his understanding is the 2-hr regulations have been growing incrementally in the neighborhood. The thought was to be equitable to all the residents in the zone with the same consistent regulation. It makes it easier for enforcement to go to a longer time period.

Commissioner Gillis likes the 4-hr blanket for areas north of Lake Street. Feels differently of south of Lake Street.

Commissioner Gillis' only remark south of Lake Street is to retain the 2-hr parking spaces behind the Post Office.

Eric Russell proceeds to Zone 1. Dominican University has Resident Parking Only south of the campus. North of the campus is mostly No Parking 8am – 5pm. Parking is free along the campus frontage on Division Street. There is 2-hr parking along the campus frontage on Park Avenue. They found campus parking was over 90% utilized. Not a lot of parking is available on campus. Students parking on the street stated they did so due to cost and convenience. The 2-hr parking zone on the east side is less than 30% utilized. All the free parking with no time limit on Division Street is used. Therefore, Option 1 of their recommendations is doing free unregulated parking along Dominicans Frontage. Option 2 is metered parking along the campus frontage. There is demand and cost goes into street maintenance along this area. The Village could get a return for providing this service to cover the cost of the street maintenance. At the same time reduce the impacts further down Division Street. Option 3 is similar with metered parking along the campus frontage, but implements a blanket No Parking zone in place of the Resident Parking Only.

Chairman Rees notes the only disadvantage with Option 1 is lack of revenue. He is not in favor of metered parking.

Commissioner Gillis enquires how much parking is on-campus? Although the revenue would be nice, he believes that when a cost is thrown in students will park elsewhere. He likes the idea of getting rid of the 2-hr parking on Park Avenue. Is also against metered parking.

Eric Russell believes on-campus parking is \$50.00 per semester.

Commissioner Buis agrees with Commissioner Gillis. Let's not generate revenue with metered parking. He spent his sabbatical at Dominican University, one of the best parts is that very few River Forest students go to Dominican. Many students from the Chicagoland area manage to make it work by getting a break in parking costs. We are doing a good gesture to the students who are not in the same profile as River Forest residents who might go to other schools.

Commissioner Wade concurs he is not in favor of the meters. Try opening up Park Avenue and see what transpires.

Eric Russell moves on to present Zone 2. Concordia University has the same Resident Parking zones. Many of the block south of the campus are No Parking or 2-hr zones. Division Street is free parking and utilized by a lot of students. Everything north of the campus is unregulated, as some of the streets on the west. The 2-hr parking on Bonnie Brae is heavily utilized by students. On Thomas Street, between Harlem Avenue and Bonnie Brae there are a lot of apartment buildings with limited street parking. One side of Thomas Street is unregulated and is heavily parked. The time peaks matched that of Concordia's parking. They are certain these are students. The first recommendation is doing additional Resident Parking zones, on Thomas Street and other target areas. On campus parking is not greatly utilized, about 80% including the parking garage. Option 2 introduces metered parking along the Concordia frontage. Option 3 also introduces metered parking, but has a boarded No Parking regulation.

Commissioner Cleary questions why the 900 block of Bonnie Brae was made No Parking as opposed to Resident Parking? Suggests altering it to Resident Parking Only.

Jeff Loster, Village Engineer mentions the 900 block of Monroe Avenue has the same restriction.

There is general consensus for Option 1, in addition to switch the 900 blocks of Monroe Avenue and Bonnie Brae to Resident Parking Only.

Eric Russell continues with the Village Hall parking needs. Staff, visitors and municipal vehicles (excluding Police vehicles) park at various locations around Village Hall. There are 72 total spaces at four locations. Village Hall's lot includes 32 spaces. The Village shares spaces on their Park Avenue and Lake Street lot with staff and Permit parkers. On Central Avenue spaces are dedicated to Village employees and municipal vehicles. There are 3 short term spaces in front of Village Hall. The peak utilization is 83%. The lot on Park Avenue and Lake Street is a future redevelopment site. If it redevelops the 11 spaces used by staff would have to go elsewhere. Option 1 of their recommendations is to shift parking from the north side to the south side on Central Avenue. By doing so there is a 59% increase in spaces, gaining 16 spaces. Adding parking for Village employees and local residents. Option 2 is more long term, build a parking deck on the Village Hall lot. If a 3-level deck is build the spaces can be tripled to 55. This would accommodate the entire Village Hall parking needs in a constrained site. The deck would span over Central Avenue.

Commissioner Buis notes that they already discussed the shifting of parking on Central Avenue with the Condominium residents. He thinks this is an elegant solution. Option 2 is a capital intensive option. Questions if KLOA should give an estimate for future reference?

Commissioner Wade recalls discussing parking on Central Avenue. Recollects the Police Department having an issue with shifting parking to the south side.

Jeff Loster, Village Engineer agrees the Police had some concerns since Central Avenue is a straight shot east bound for them. By switching the parking, they would potentially run into difficulties due to vehicles parked on the south side.

Commissioner Gillis is in favor of Option 1, gaining 16 spaces with a low cost solution.

Commissioner Buis made the motion, seconded by Commissioner Cleary to accept the proposed recommendations as agreed upon here this evening with the changes that were suggested.

The vote was 6 to 0 in favor of approving the request. **The motion to approve the request passed.**

A motion was made and seconded to adjourn the meeting at 9:57 P.M. All commissioners voted in favor of the motion. Motion passed.

Respectfully Submitted:

Signature Line

Jeff Loster, Secretary

Signature Line

Doug Rees, Chairman
Traffic & Safety Commission

Date: -----



MEMORANDUM

DATE: September 16, 2020

TO: Traffic and Safety Commission

FROM: Jeff Loster, Village Engineer

SUBJECT: Safe Walking Routes to Schools (Review)

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

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

1. Request to add stop signs on Greenfield between Harlem and Monroe.
2. Request to add a crosswalk at William Street as it crosses Greenfield and Division.
3. Request to switch the 2-way stop at Park Ave and Thomas St so that traffic stops on Thomas St, not Park Ave.
4. Request to switch the 2-way stop at Oak Ave and Monroe Ave to a 4-way stop.
5. Request to switch the 2-way stop at Oak Ave and Clinton Pl to a 4-way stop.
6. Request to modify the north/south stop signs at Lathrop Ave and LeMoyne to those with flashing beacons.
7. Request to modify the east/west stop signs at Division St and Franklin Ave to those with flashing beacons.
8. Request to modify the stop signs at Chicago Ave and Park Ave to those with flashing beacons.

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

Attachments: Safe Walking Routes to Schools Exhibits



LEGEND

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

FINAL



LINCOLN ELEMENTARY SCHOOL – SAFE WALKING ROUTES TO SCHOOL

LEGEND

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



FINAL



WILLARD ELEMENTARY SCHOOL – SAFE WALKING ROUTES TO SCHOOL



ROOSEVELT MIDDLE SCHOOL (NORTH) – SAFE WALKING ROUTES TO SCHOOL



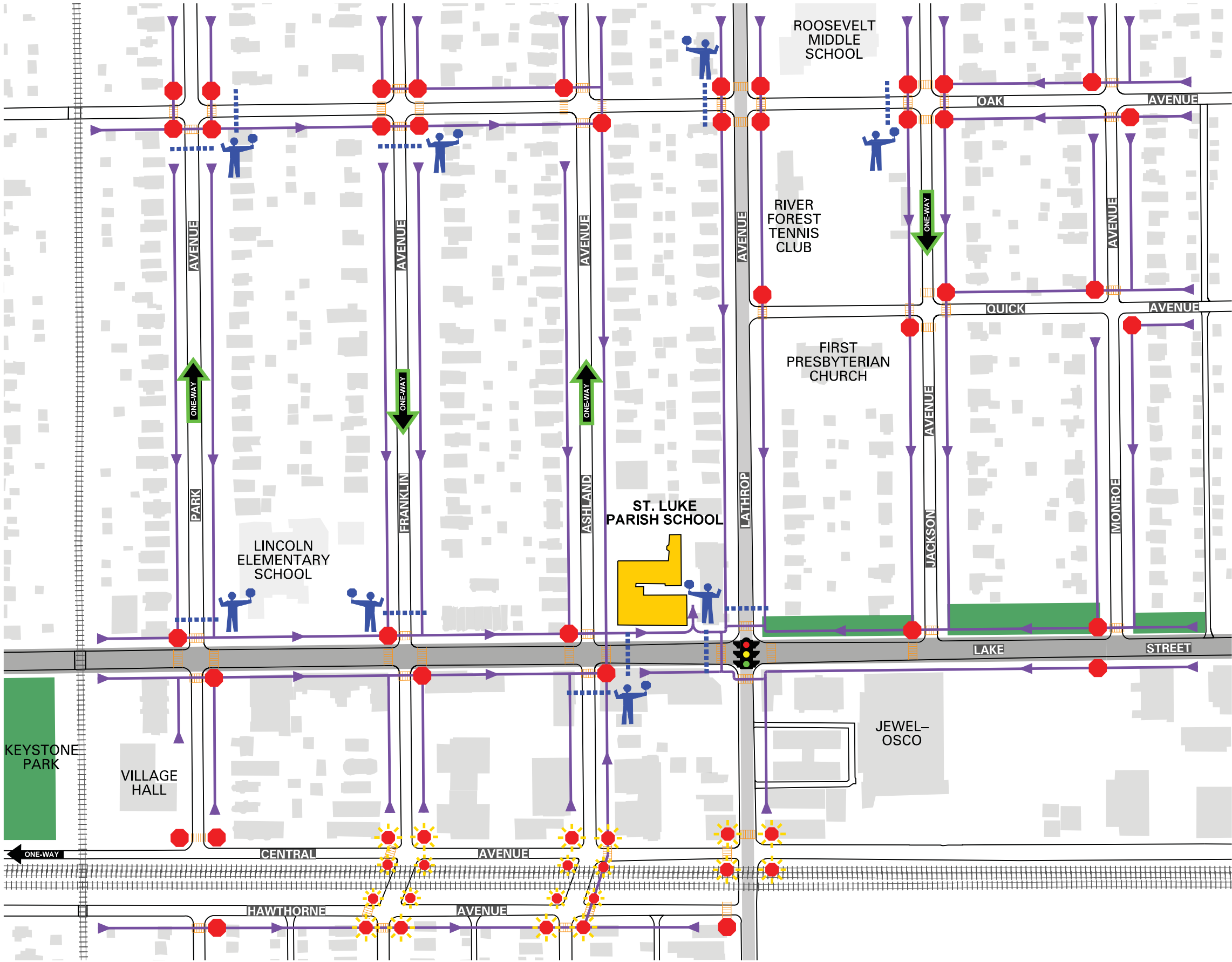
FINAL



ROOSEVELT MIDDLE SCHOOL (SOUTH) – SAFE WALKING ROUTES TO SCHOOL

LEGEND

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

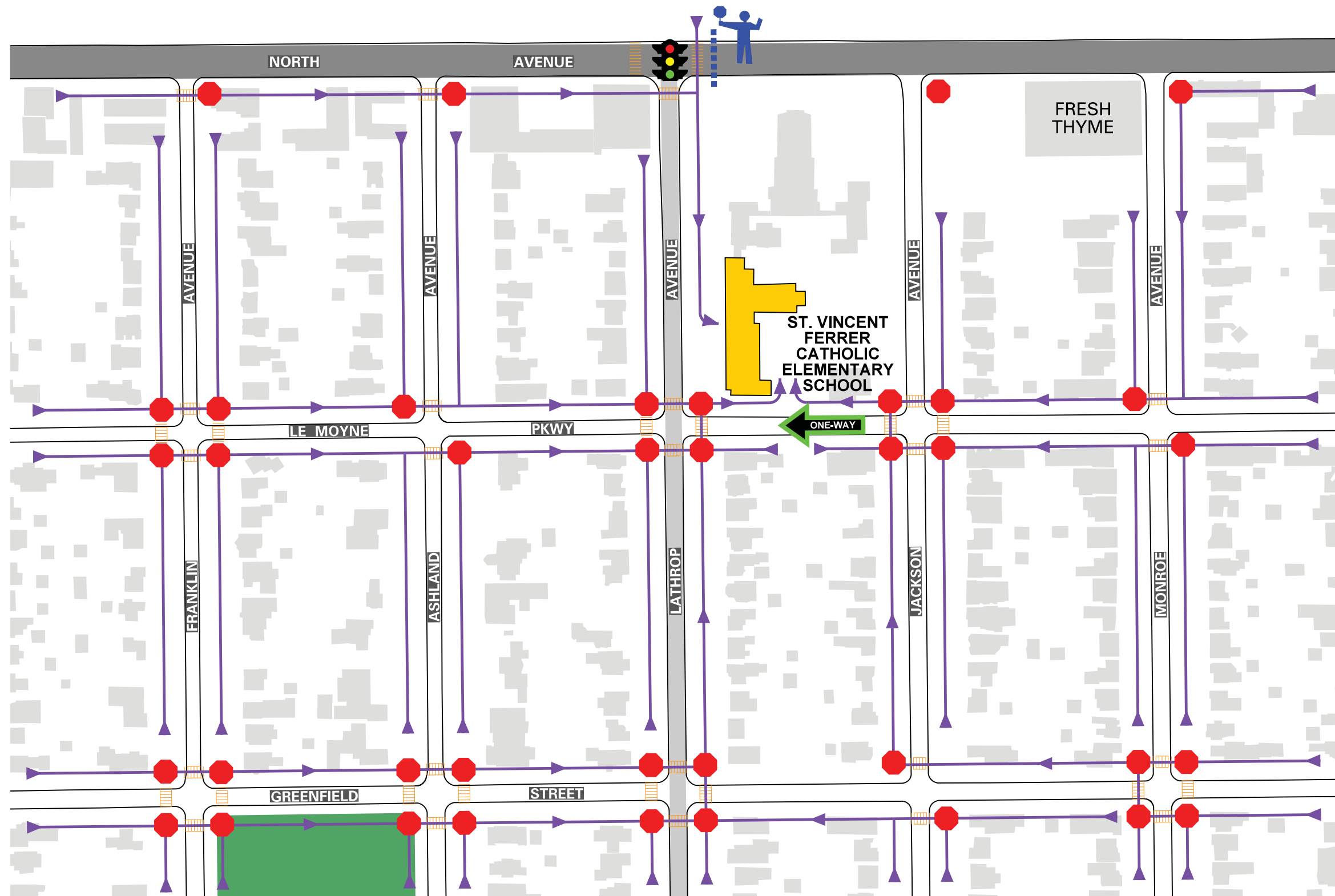


SCALE: N.T.S.

FINAL



ST. LUKE PARISH SCHOOL – SAFE WALKING ROUTES TO SCHOOL



FINAL

LEGEND

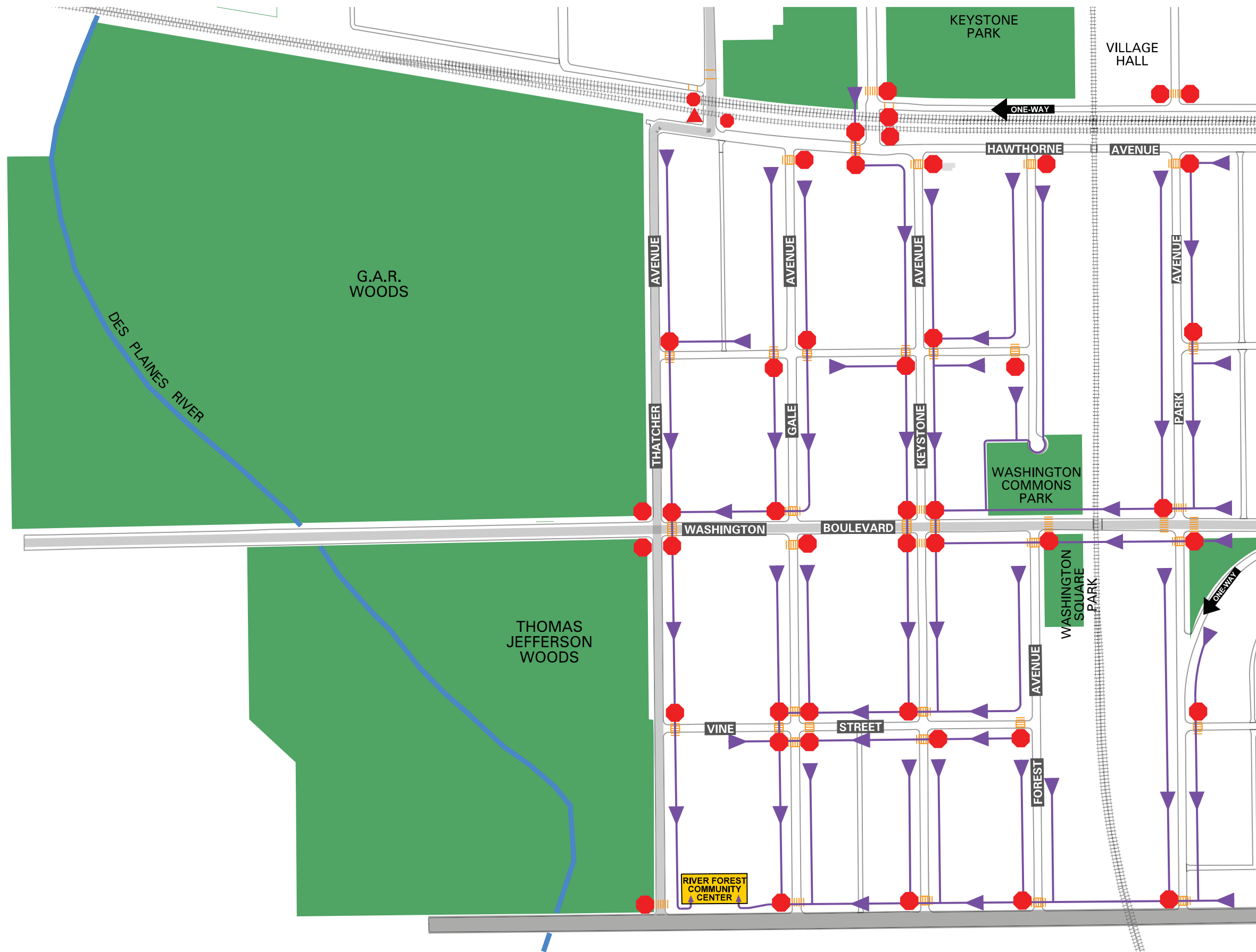
- SCHOOL WALKING ROUTE
- TRAFFIC SIGNAL
- STOP SIGN
- CROSSING GUARD
- STANDARD CROSSWALK
- HIGH VISIBILITY CROSSWALK
- ONE-WAY STREET SCHOOL HOURS ONLY 7:30 AM-4:00 PM



River Forest
Public Schools



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



LEGEND

- SCHOOL WALKING ROUTE

- STOP SIGN

- EXISTING YIELD SIGN

- STANDARD CROSSWALK

- HIGH VISIBILITY CROSSWALK

- ONE-WAY STREET ALL TIMES

SAFE WALKING ROUTES TO THE RIVER FOREST COMMUNITY CENTER

FINAL

FINAL



River Forest
Public Schools

RIVER FOREST SCHOOLS – RECOMMENDED STREET IMPROVEMENTS



MEMORANDUM

DATE: November 18, 2020

TO: Traffic and Safety Commission

FROM: Jeff Loster, Village Engineer

SUBJECT: Crosswalk Installation – Hawthorne Avenue at Thatcher Avenue

Issue: A resident on the 300 block of Thatcher Avenue has requested that consideration be given to installation of a crosswalk at the intersection of Thatcher and Hawthorne.

Analysis: Due to site constraints, Staff believes that a crosswalk located immediately adjacent to the intersection is not advisable. This intersection includes one leg with a yield sign, one with full stop control and another with no form of stop control. During rush hours, there is a significant amount of vehicular traffic that moves through this intersection, most of which is moving north/south along Thatcher Avenue. Due to these challenges, Staff believes that any crosswalk to be installed near this intersection would be optimally located to align with the Metra station tunnel. This would provide a buffer between pedestrians and the intersection as well as to more efficiently serve a greater number of pedestrians by including commuters leaving the Metra station.

In conjunction with the crosswalk, Staff is also recommending some form of flashing crosswalk signage as this would be a mid-block crossing without any stop control. To further maintain a clear line of site for all pedestrians, a parking restriction on the south side of Hawthorne Avenue between Gale Avenue and the alley to the west of “No Stopping, Standing or Parking” is also recommended.

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

Attachments: Site Exhibit

