VILLAGE OF RIVER FOREST
TRAFFIC AND SAFETY COMMISSION MEETING

Wednesday, November 17, 2021 – 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: 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: 892 0552 4660 or by clicking here: https://us02web.zoom.us/j/89205524660. If you would like to speak during public comment or if you wish to participate in-person at Village Hall, please email jloster@vrf.us by 4:00 PM on Wednesday, November 17, 2021.

1. Call to Order/Roll Call
2. Adoption of minutes from the Traffic and Safety Commission held on September 15, 2021.
3. Public Comment
4. Request by Samantha Tepper of 15 Thatcher Ave to install speed bumps or 3-way stop control at the intersection of Vine Street and Thatcher Avenue.
5. Adjournment

VILLAGE OF RIVER FOREST
TRAFFIC AND SAFETY COMMISSION
MEETING MINUTES

Wednesday, September 15, 2021 – 7:30 PM

A regular meeting of the River Forest Traffic and Safety Commission was held on Wednesday, September 15, 2021 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 7:31 PM. Present at this meeting were Chairman Rees, Commissioner Chase, Commissioner Karrow and Commissioner Osga.

Chairman Rees welcomed Pat Chase and David Karrow to the Traffic and Safety Commission.

Commissioner Osga made a motion to approve the previous minutes.
Chairman Rees 2nd the motion to approve the previous minutes.

All commissioners voted to approve the previous minutes.

Jeff Loster said that the Village of River Forest has been receiving phone calls concerning traffic speeds and noises due to cut through traffic.

Public Comment

Robert Armalas sent a letter in regarding Lathrop and Harlem cut through traffic. He notices that most of the cars passing through do not have a Village of River Forest vehicle sticker, and these cars are cutting through streets around six to ten AM and again at rush hour in the afternoon. He said that cars are ignoring stop signs, they are littering and they are causing noise.

Liz Newall says she thinks the cut through traffic is getting worse and there needs to be a change. They are not sure where to start, but she would like to see a positive change happen.

George Goutage said that he supports Mr. Armalas' to implement stop signs where needed to slow down cut through traffic.

George Colliath said that these streets get very backed up and he would like to see sensors implemented.

Catrina Beck said that she would like to see a traffic study done. There are points in the day where cut through traffic is constant, fast, and disruptive to residents that enjoy a quiet life.

John Scope is concerned about speeding cars cutting through and cars are so loud they are rattling the shelves in the home. Children are playing everywhere and this dangerous traffic does not help anything.

Chairman Rees says that in this particular case, the concern is more general. Previously they have talked about hiring someone to study what recommendations there would be for that quadrant. He doesn't think that they should make decisions during this meeting because they have not alerted enough people in that area.

Gary Williams lives on Greenfield, and says the speeding on Greenfield is very excessive. The speeding and traffic volumes are very concerning, but speed is the initial concern. A separate issue is that the street had limited parking and when cars are parked on both sides of the street, it is common that you cannot get out of the driveway. He said the village should consider going back to the temporary limitation during the game times at Fenwick.

Commissioner Osga said that there are a lot of letters that came in. This area has been problematic since he started on the commission and they've made minor changes, but they never did a study and it is just getting worse. He said there is nothing that they can do tonight, but suggest a study to be done.

Mike Dine said that he agrees, a study needs to be done because there is no simple solution to this.

Ron Krause lives on Greenfield and he echo's Mr. Williams comments, he believes in temporary parking on game days.

Dan Waslick lives on Bonnie Brae and he echo's all of the other comments made. He added that allowing parking on both sides of the street in a school zone, doesn't seem right.

Andre Ivy added that he would like to see more of an enforcement on the laws that are already present.

Charles Anderson said that there is a lot of pedestrian traffic in this area, the traffic speeds and volumes are horrendous.

Bob Armalas said that he has a presentation that he would like to present sometime in the future. He said he is fed up with the issue and it effects all of the streets in his quadrant.

Renee Hermas lives on Bonnie Brae and has small children. He agrees with everyone who has already given their statements, and he adds that he has to wait minutes in order to get out of his driveway.

Commissioner Chase asked where the funding comes from for the study?

Jeff Loster said that the Traffic and Safety Commission does not have its own budget, so the money would come out of a general fund.

Chairman Rees said that he thinks it is important to have a study done. He said that it is desirable to have counts to back up their statements.

Commissioner Osga asked for the timeline of how long this could take?

Mr. Loster said that it could take about a few weeks up to a few months.

Commissioner Osga said that they could possibly start adding signage and set officers up in the area to monitor. Mr. Osga adds that this could help with an immediate relief, but it could also help with data to support these concerns.

Commissioner Chase said that the police department had put an active sign on her block that tells the cars how fast they are going on her block. She said that it has helped slow down the speeding cars and she wonders if they could do this in the problematic area?

Mr. Loster said he can talk to the police department, but he is aware that they have to rotate their radar trailers.

Chairman Rees made a motion to suggest a study for the effected quadrant between Harlem and Lathrop, Greenfield and North Avenue concerning consideration potential ways to address speeding on Greenfield, potential restrictions on access from either North Avenue or Harlem Avenue, potential recommendations on parking restrictions on Greenfield during active athletic contests.

Commissioner Chase 2nd the motion. All commissioners present voted in favor.

A motion was made and seconded to adjourn the meeting at 8:36 P.M. All commissioners voted in favor of the motion. Motion passed.

Respectfully Submitted:

Signature Line

Jeff Loster, Secretary

Signature Line

---------- Date: ----------
Doug Rees, Chairman
Traffic & Safety Commission

From: [redacted]
To: Jeff Loster
Subject: Speed Bump Inquiry
Date: Tuesday, September 28, 2021 9:04:39 AM

Good morning,

I left you a voicemail this morning regarding speed bumps or a stop sign on Thatcher Avenue, between Madison and Washington. Drivers act like it is a major thoroughfare and speed heavily. It is concerning with so many children living on the street and the Community Center around the corner.

I would like to know the process for requesting speed bumps or a stop sign (at vine and Thatcher).

Feel free to email: [redacted] or call: [redacted]

Thank you,

Samantha Tepper

GISConsortium

Map Title

0 200 400 ft

Print Date: 11/12/2021

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.

Traffic and Safety Commission Petition

Requested Action(s): Speed bumps between Madison + Washington on Thatcher. Or all way/ Stop sign at vine and Thatcher.

Name	Address	Date	Signature	Please Check One: Agree	Disagree	No Opinion	Unreachable
Samantha Tepper	15 Thatcher Ave	9/30/21		✓			
Sean Anderson	15 Thatcher Ave	9/30/21		✓			
Emily Hampson	11 Thatcher Ave	9/30/21		✓			
Jeanette Fair	29 Thatcher Ave	9/30/21		✓			
Mike Fair	29 Thatcher	9/30/21		✓			
Scott Kieser	35 Thatcher	9/30/21		✓			
Nathaniel Erdman	33 Thatcher Ave	9/30/21		✓			
Hillary Kieser	35 Thatcher Ave	9/30/21		✓			
Elena Martignon	45 Thatcher Ave	9/30/21		✓			
Po Hua Lin	39 Thatcher Ave	9/30/21		✓			
Martignon Jones	45 Thatcher	9/30/21		✓			
Stan Snerinsky	46 Gale Ave	9/30/21		✓			
Kristin Snerinsky	46 Gale Ave	9/30/21		✓			
JOHN NATALE	107 THATCHER AVE	9/30/21		✓			
MEREDITH NATALE	107 THATCHER AVE	9/30/21		✓			
Stephanie Kranz	121 Thatcher Ave	10/1/21		✓			
Kevin Kranz	121 Thatcher Ave	10/1/21		✓			
Rob Hoar	135 Thatcher Ave	10/1/21		✓		not keen on speed bumps	
Beth Erdman	33 Thatcher Ave	10/1/21		✓			

Kenig,Lindgren,O'Hara,Aboona,Inc.

9575 West Higgins Road, Suite 400 | Rosemont, Illinois 60018
p: 847-518-9990 | f: 847-518-9987

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 2, 2021

SUBJECT: Intersection Evaluation
Thatcher Avenue at 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 Thatcher 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

Thatcher Avenue is an approximately 30-foot-wide local 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. Thatcher Avenue provides one travel lane in each direction with on street parking permitted on the east side only. North of Vine Street this parking is unrestricted and south of Vine Street parking is restricted to a two-hour time limit between 8:00A.M. and 5:00 P.M. Monday through Friday. Additionally, residential homes and their respective driveways front the east side of Thatcher Avenue and Forest Preserve fronts the west side of Thatcher Avenue. Thatcher Avenue has a posted speed limit of 25 miles per hour

Vine Street is an approximately 24-foot-wide local 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. 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. Residential homes are located on the north and south sides of Vine Street.

At the unsignalized intersection of Thatcher Avenue with Vine Street, the northbound approach provides a shared through/right-turn lane and the southbound approach provides a shared left-turn/through lane. The westbound (Vine Street) approaches provide a shared left/right-turn lane that is under stop-sign control. A high visibility crosswalk is provided on the east leg. Photos of this intersection and adjacent roadway segments are provided in **Figure 2** through **4**, 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 block of Thatcher Avenue, the Village of River Forest performed traffic count and speed surveys between 12:43 P.M. on Thursday, September 23, 2021 and 2:52 P.M. on Wednesday, October 20, 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 south. 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 52,195 vehicles over the approximately 27-day period which averages to approximately 1,933 vehicles per day. Furthermore, the results of the traffic count data indicated that there was an even distribution between northbound and southbound vehicles with approximately 50 percent of the total daily vehicles traveling northbound and 50 percent of the total daily vehicles traveling southbound.

The results of the speed data were summarized in two ways. First, the average speed was calculated which defines the median or typical speed traveled by vehicles. Second, 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 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 3,118 vehicles (combined northbound and southbound directions) or 115 vehicles per day (approximately six percent of the total vehicles) were observed traveling faster than 35 miles per hour.

Furthermore, it should be noted that between 2014 and 2021 (as of October 25, 2021) there were no crashes reported at the intersection of Thatcher Avenue with Vine 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 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 Thatcher Avenue are generally operating within typical/normal traffic conditions.

Evaluation of Traffic Count Data

Based on *Residential Streets*, Third Edition[1], collector roadways typically have a daily volume over 1,500 vehicles. Therefore, the traffic volumes along the 000/100 block of Thatcher Avenue are within, and at the lower end, of the acceptable range for residential collector roadways. Additionally, the daily traffic volumes are similar in the northbound and southbound directions, which indicates that if cut-through traffic is occurring along Thatcher 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. Furthermore, the operation of Thatcher Avenue meets the requirements of River Forest Comprehensive Plan dated May 2019 which states that collector streets move traffic between arterials (Madison Street to the south and Lake Street to the north) and local streets (such as Vine Street).

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 Keystone Avenue had an average median speed of 27 miles per hour with an average 85th percentile speed of 32 miles per hour.

However, as previously indicated, approximately 3,118 total vehicles or 115 vehicles per day were observed traveling faster than 35 miles per hour. A review of the speed data indicated that approximately 90 percent of the vehicles traveling faster than 35 miles per hour were traveling southbound. This is likely due to the provision of residential driveways and parking on the east side of the roadway, which caused traffic traveling in the northbound direction to slow down. Under existing conditions, the southbound lane is unobstructed by any intersections, driveways or parking between Washington Boulevard and Madison Street. Additionally, the majority of excessive speeding in the southbound direction occurs during the weekday morning (7:00 A.M. to 9:00 A.M.) and weekday evening (3:00 P.M. to 6:00 P.M.) peak periods and during the weekday evening peak period on Saturdays and Sunday.

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[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).

In order to mitigate any excessive speeding that occurs in the southbound direction, 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 excessive 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 5**.

Discussion and Recommendations

In order to determine if an all-way stop sign control is warranted for the intersection of Thatcher 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.

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, 85 percent of the daily traffic volume on Thatcher Avenue occurs between 6:00 A.M. and 7:00 P.M. with the eight highest hours carrying 62 percent of the daily traffic volumes. As such, the highest eight hours carry approximately 1,198 vehicles or approximately 150 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 and serves ten residential driveways and a north-south public alley (that also has direct access to Madison Street). 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, between 2014 and 2021 (as of October 25, 2021) there were no crashes reported at the intersection of Thatcher 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 Thatcher Avenue, particularly at the edge of pavement for Thatcher Avenue are adequate and do not warrant the provision of additional traffic control. Pictures of the existing sight lines at the Thatcher Avenue edge of pavement are included in **Figures 6** and **7**.

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 Thatcher Avenue generally fall within the acceptable range for collector roads confirming that Thatcher Avenue is operating as designated in the May 2019 comprehensive plan.

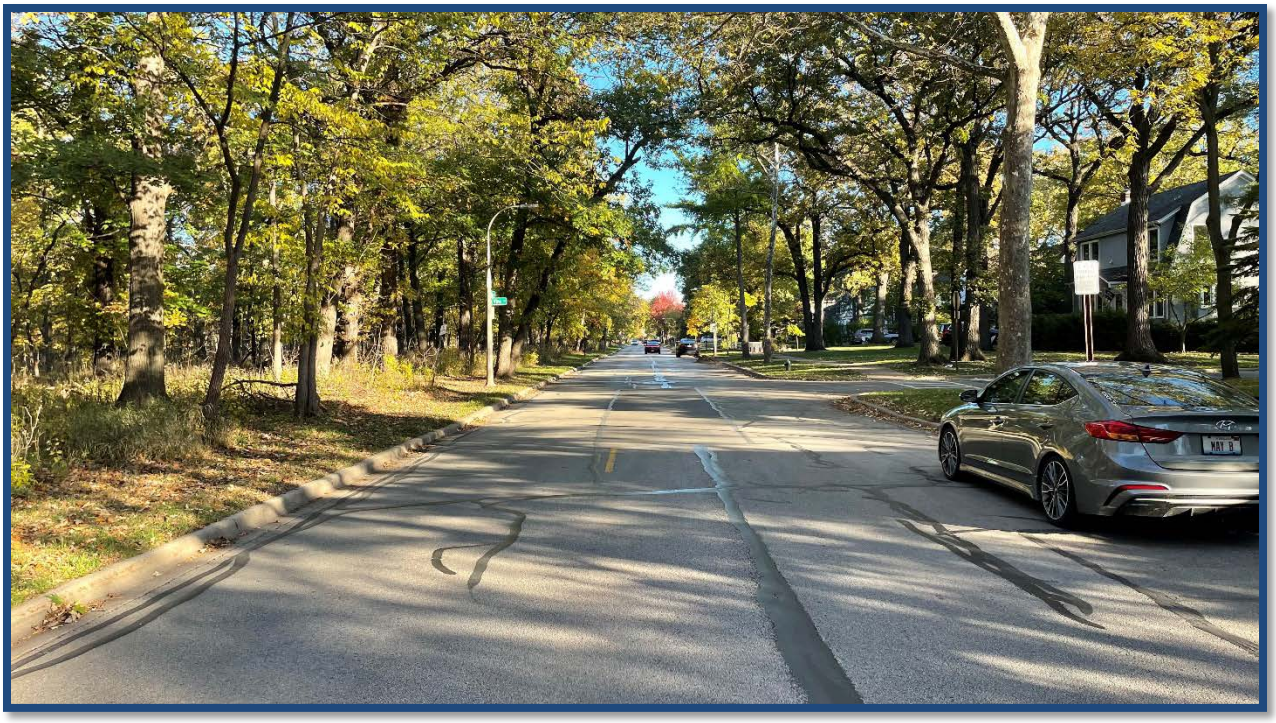
- The results of the traffic counts, speed surveys, crash data, and intersection configuration do not warrant the provision of all-way stop sign control.

- The travel speeds of traffic on Thatcher Avenue with an average median speed of 27 miles per hour and an average 85th percentile speed of 32 miles per hour are reasonable and within the range of typically acceptable speeds.

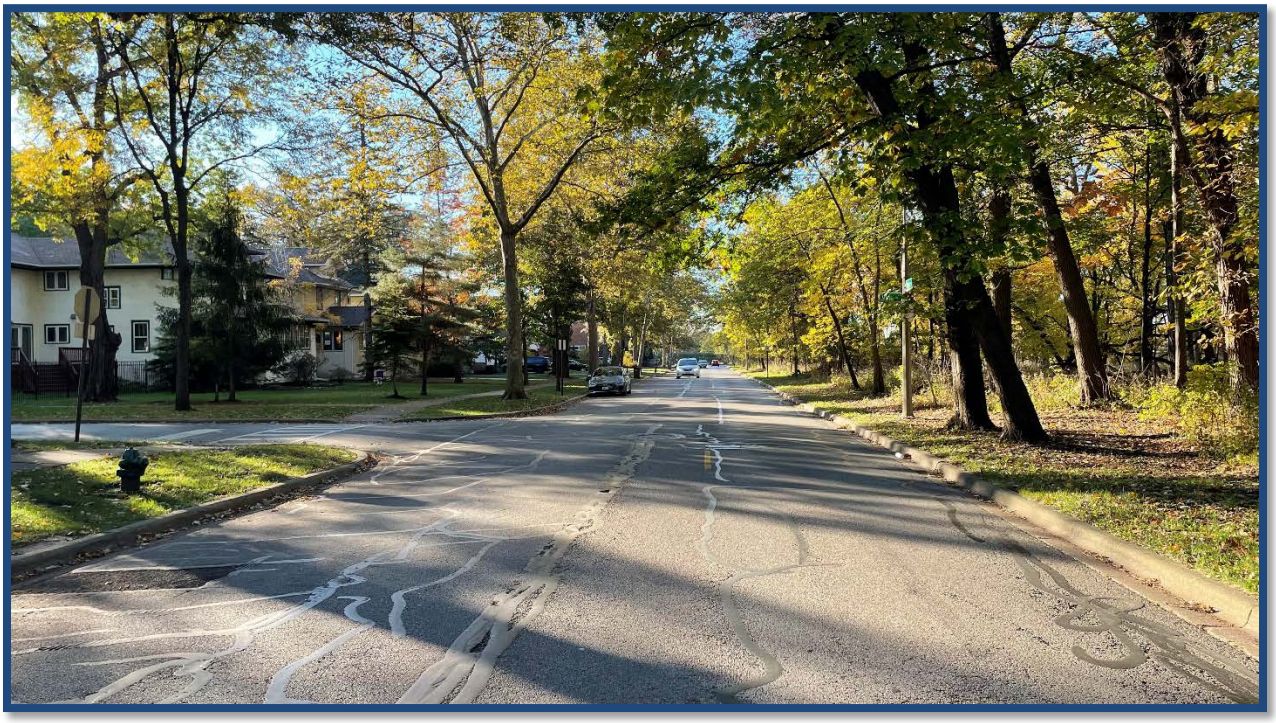
- In order to mitigate any excessive speeding that is typically occurring in the southbound direction, enforcement measures should be considered as well as the provision of temporary speed signs and/or permanent radar speed signs.

Appendix

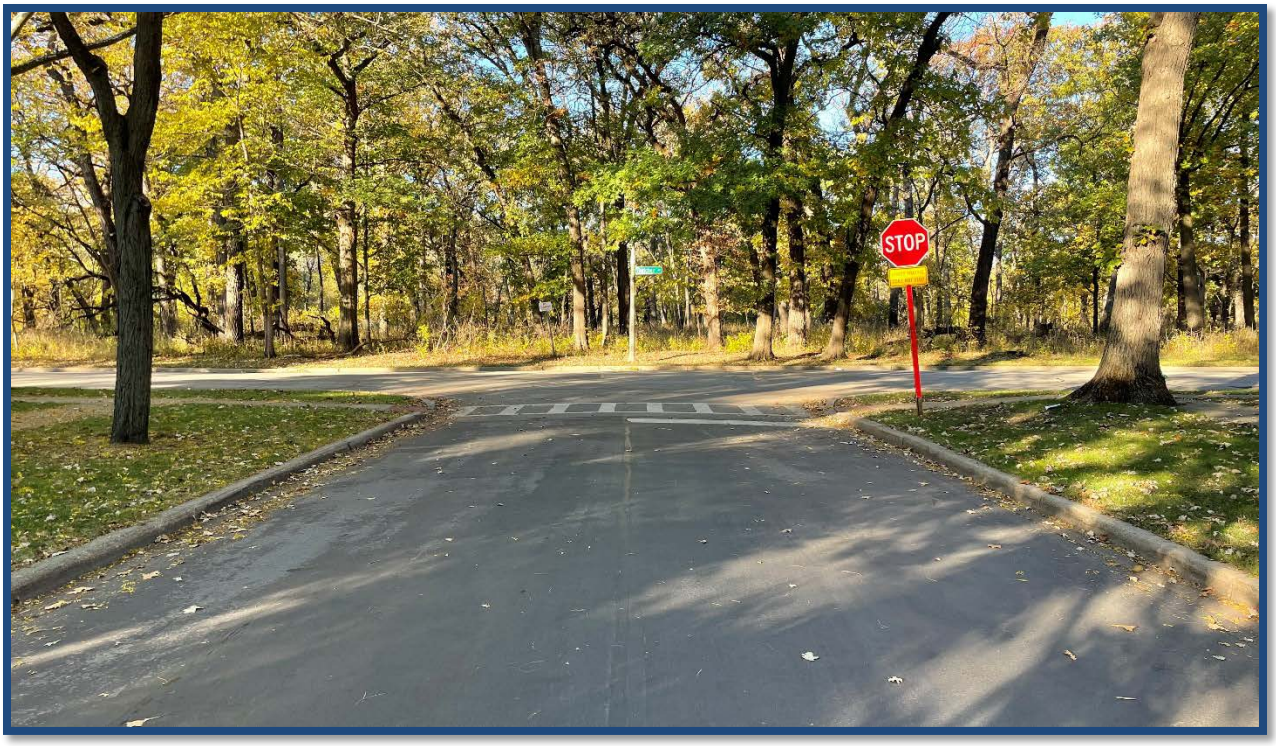
Aerial View of Study Location **Figure 1**



Thatcher Avenue Looking North at Vine Street **Figure 2**

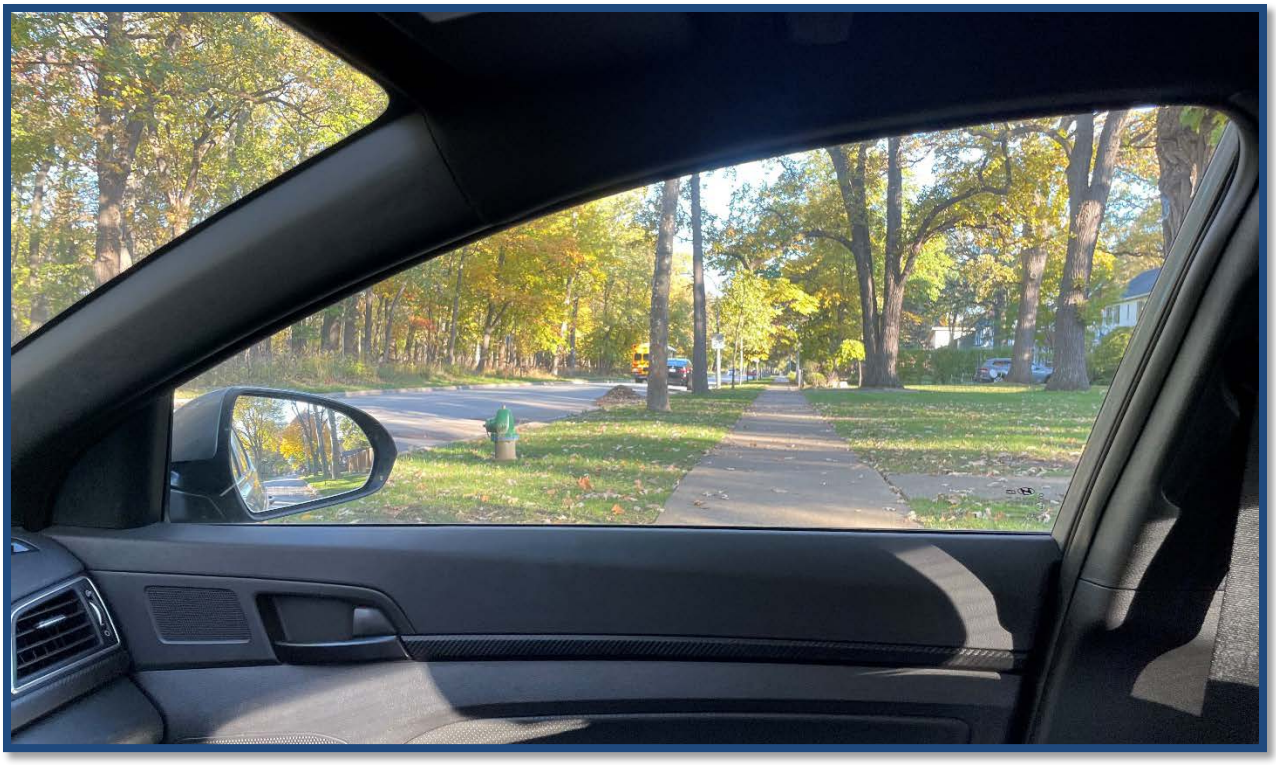


Thatcher Avenue Looking South at Vine Street **Figure 3**



Vine Street Looking West at Thatcher Avenue **Figure 4**

Sample of Permanent Radar Speed Sign **Figure 5**



Vine Street at Thatcher Avenue Sight Lines Looking North **Figure 6**

Vine Street at Thatcher Avenue Sight Lines Looking South **Figure 7**