



VILLAGE OF RIVER FOREST SPECIAL (RESCHEDULED) VILLAGE BOARD MEETING

Tuesday, September 29, 2020 – 7:00 PM
Village Hall – 400 Park Avenue – River Forest, IL 60305
Community Room

AGENDA

Physical attendance at this public meeting is limited to 20 individuals, with Village Board officials, staff and consultants having priority over members of the public. Public comments will be shared with the Village President and Board of Trustees. You may submit your written public comments via email in advance of the meeting to: vbot@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: 886 1748 9906 or by clicking here: <https://us02web.zoom.us/j/88617489906>. If you would like to speak during public comment, please email sphyfer@vrf.us by 4:00 PM on Tuesday, September 29, 2020. If you would like to watch the livestream, please go to the Village website: www.vrf.us/events/event/1852.

1. Call to Order/Roll Call
2. Pledge of Allegiance
3. Citizen Comments
4. Elected Official Comments & Announcements
5. Consent Agenda
 - a. Committee of the Whole Meeting Minutes September 14, 2020
 - b. Village Board of Trustees Meeting Minutes September 14, 2020
 - c. Village Board of Trustee Executive Session Meeting Minutes September 14, 2020
 - d. Approval of the Release of Executive Session Minutes: March 9, 2015; March 9, 2015 (supplemental minutes); May 26, 2015; May 26, 2015 (supplemental minutes); June 22, 2015; August 24, 2015; September 15, 2015; September 28, 2015; September 28, 2015 (supplemental minutes); October 26, 2015; October 23, 2017; February 26, 2018; and Approval of the Destruction of All Executive Session Tape Recordings dated December 10, 2018 or earlier for which Executive Session Minutes have been approved
 - e. Village Administrator's Report
6. Consent Items for Separate Consideration
7. Recommendations of Boards, Commissions and Committees
 - a. Traffic and Safety Commission – Recommendation Regarding Parking Restrictions Near Chicago and Harlem Planned Development – Ordinance
8. Unfinished Business
 - a. Culture of Equity and Inclusion – Dominican University: Truth, Racial Healing and Transformation
 - b. Discussion: 2020 Halloween Trick or Treating
9. New Business
 - a. Temporary Parking Restriction on Chicago Avenue (Between William & Bonnie Brae) – Ordinance
10. Executive Session
11. Adjournment

**VILLAGE OF RIVER FOREST
COMMITTEE OF THE WHOLE MEETING MINUTES
Monday, September 14, 2020**

A Committee of the Whole meeting was held on Monday, September 14, 2020 at 6:00 p.m. in the Community Room of Village Hall, 400 Park Avenue – River Forest, IL.

1. CALL TO ORDER/ROLL CALL

The meeting was called to order at 6:06 p.m. Upon roll call, the following persons were:

Present: President Adduci, Trustees Bachner, Brennan, Cargie, Henek, O'Connell, Vazquez
Absent: None
Also Present: Village Clerk Kathleen Brand-White, Village Administrator Eric Palm, Assistant Village Administrator Lisa Scheiner, Assistant to the Village Administrator Jonathan Pape, Management Analyst Sara Phyfer

2. PUBLIC COMMENT

None

3. EXECUTIVE SESSION

Trustee Vazquez made a motion, seconded by Trustee O'Connell, to go into executive session to discuss the setting of a price for sale or lease of property owned by the Village at 6:07 p.m.

Roll call:

Ayes: Trustees Bachner, Brennan, Cargie, Henek, O'Connell, Vazquez
Absent: None
Nays: None
Motion Passes.

The Village Board returned to regular session at 7:10 p.m. with the following members present: President Adduci, Trustees Brennan, Cargie, Henek, O'Connell, Vazquez, Village Clerk Brand-White.

4. ADJOURNMENT

Trustee Cargie made a motion seconded by Trustee Vazquez, to adjourn the Committee of the Whole meeting at 7:10 p.m.

Roll call:

Ayes: Trustees Bachner, Brennan, Cargie, Henek, O'Connell, Vazquez
Absent: None
Nays: None

Motion Passes.

Kathleen Brand-White, Village Clerk

DRAFT

**VILLAGE OF RIVER FOREST
REGULAR VILLAGE BOARD OF TRUSTEES MINUTES
Monday, September 14, 2020**

A regular meeting of the Village of River Forest Board of Trustees was held on Monday, September 14, 2020 at 7:00 p.m. in the Community Room of Village Hall, 400 Park Avenue – River Forest, IL.

1. CALL TO ORDER/ROLL CALL

The meeting was called to order at 7:13 p.m. Upon roll call, the following persons were:

Present: President Adduci, Trustees Bachner, Brennan, Cargie, Henek, O'Connell, Vazquez, Village Clerk Kathleen Brand-White

Absent: None

Also Present: Village Administrator Eric Palm, Assistant Village Administrator Lisa Scheiner, Assistant to the Village Administrator Jonathan Pape, Management Analyst Sara Phyfer, Police Chief James O'Shea, Finance Director Rosemary McAdams, Fire Chief Kurt Bohlmann, Public Works Director John Anderson, Village Attorney Greg Smith

2. PLEDGE OF ALLEGIANCE

President Adduci led the pledge of allegiance.

3. CITIZEN COMMENTS

Cynthia Mears, 1020 N Harlem Ave. #4C. Ms. Mears expressed her objection to the Planned Development at 1101-1111 Bonnie Brae. She stated she is concerned about density and parking issues, and she shared that her son has difficulty parking when he visits their home. She also expressed concern about water run-off and flooding and diminished air quality with ongoing construction.

Andres Bacalao, 1020 N Harlem Ave. #4C. Mr. Bacalao stated his wife spoke previously and concurred with her comments. He asked the Board of Trustees to consider what happens next and to consider the precedent they would be setting by approving this proposed project.

Joe Baptist, 825 Bonnie Brae. Mr. Baptist also expressed his objection to the project. He discussed the meaning of zoning codes and stated the proposed project ignores the ordinance. He noted he is not opposed to developers coming here but that they should respect the community they are looking to join. He also raised concerns about safety regarding congestion and density. He urged the Board to vote no.

Rich Schuler, 711 William. Mr. Schuler stated the proposed development presents many issues, emphasizing that the most important is density. He urged the Board to vote no.

Mary O'Brien, 39 Thatcher. Ms. O'Brien stated she agreed with the previous comments and asked the Board to vote no. She questioned whether the neighborhood needed this kind of density.

Pam Kende, 1115 Bonnie Brae. Ms. Kende urged the Board to vote no on this project, stating the zoning variances being requested would have a dramatic negative effect on the neighborhood.

Jessica Kende, 1115 Bonnie Brae. Ms. Kende discussed the petition she started on change.org and read some of the comments from that page. She urged the Board to vote no on this project.

Mary Anne Zeh, 836 Bonnie Brae. Ms. Zeh stated this is the third project in two years that this developer has sought and expressed her concern about the density of the project. She asked the Board to discuss alternatives and asked the Board to vote no.

Marty Preiser, 924 Bonnie Brae. Mr. Preiser expressed his concerns about the project with regard to parking and the student analysis that was conducted.

4. ELECTED OFFICIAL COMMENTS & ANNOUNCEMENTS

Trustee Bachner read a statement to acknowledge that this land was once inhabited by indigenous people and stated that River Forest continues to be a place that people from diverse backgrounds live and gather. She stated it is wonderful to see kids start school and commended D90 and all the families for working virtually. She reminded everyone to complete the Census and reviewed the additional efforts the Complete Count Committee has taken to communicate the Census and thanked residents, organizations and Staff who have helped with this effort. Trustee Bachner also reported on the working group she and Trustee Brennan have formed to address equity and inclusion opportunities through the Twin Village Covenant. She stated they have identified 9-10 residents and are considering others as well, and that they had an informal meeting and will work on the group's guidelines, vision and mission. She noted that the ceremonial signing of the Twin Village Covenant with Maywood will be October 17.

Trustee Cargie reminded everyone to wear masks over their noses. He reported that the Deer Management Committee is analyzing the results of the questionnaire and stated he would report on this at the October meeting. He announced that the Collaboration Committee is still welcoming ideas to collaborate on.

President Adduci suggested Trustee Cargie reach out to Barb Hickey from D90.

Trustee Henek stated she understood the intent of the Committee, in addition to the community calendar project, to also meet and update the taxing bodies on their plans.

President Adduci stated all the administrators get together on a regular basis to discuss key initiatives. She stated the Committee is more for a strategic issues or special projects that need a group to work on, especially if these items have a cost.

Trustee Cargie stated the Committee was doing that initially but that the team works more effectively when they have a project to work on.

Trustee Vazquez reported that the Age Friendly Committee met last week and started reviewing research and will be trying to collect information to develop a survey to determine seniors' needs. He stated the Committee will be building a survey that will work for the Village.

Trustee Brennan reported on the first informal meeting of the group discussing equity and racial inclusion issues in River Forest. She stated she also helped out at one of several tabling events for the Census, which included signing up residents for e-news. She also reported that she attended the September 11 memorial service at Village Hall and thanked Staff and first responders for organizing the service.

Trustee Henek provided an update on LemonAid and stated they are still collecting donations until Friday. She thanked everyone who supported the cause. She stated that she participated in the Library's Coffee Monday event, where a representative from the Oak Park Library reviewed programs for seniors and a representative from the League of Women Voters discussed the upcoming election. Trustee Henek also noted that the Library will host D90 to discuss how the schools are doing during the pandemic.

In response to a question from Trustee O'Connell about polling places, it was noted that the County determines polling places. Trustee Henek noted that Elmwood Park and Oak Park have early voting, and President Adduci stated the County consolidated the number of polling places in River Forest a few years ago. She stated it is ultimately the Office of the County Clerk's decision.

Trustee O'Connell thanked Public Works for making good time on their infrastructure projects.

President Adduci stated she is proud of D90 and D200 and the hard responsibility of remote learning. She asked people to continue to wear masks and not to gather in large groups. She noted that she and Trustee Brennan have a weekly meeting with Staff and Helen Kwan to discuss the Village's COVID-19 response and will be launching a new communications campaign. She acknowledged the September 11 memorial service and thanked the Fire and Police Departments and Staff for organizing it. She extended her congratulations to LemonAid for the success of their event. President Adduci also reported that she attended a police reform and social justice webinar led by Chicago Mayor Lori Lightfoot, which contained a lot of things to help guide the organization. She expressed her excitement for Trustee Bachner and Brennan's working group, along with the combination of the Districts' working groups and the Village's partnership with Dominican. She stated she believes these will have a lot of commonality and that a good dialogue will come of it.

a. Update on Dementia Friendly River Forest

Officer Ben Ransom [presented](#) on this topic, noting that he serves on the board of DFRF and is the Village's elderly services officer. He stated River Forest is among the first five

communities in Illinois to receive the Dementia Friendly designation. He stated Dr. Lydia Manning leads the organization and their goal is to achieve greater community awareness of dementia and enable the Village to appropriately respond to the needs of the community. He explained the training received by first responders, which includes using the Silver Search emergency alert system.

- b. Update on Department of Justice Violence Against Women Training – Crisis Response Team with Dominican University

Officer Ransom also presented on this topic, noting the Coordinated Community Response Team was organized by Dominican University as part of a federal grant, noting the goal is: to promote awareness, education and trauma-informed response to gender-based violence, domestic abuse, and sexual assault on campus. After training, he explained, the Stars Rise organization was created to work towards this goal.

5. CONSENT AGENDA

- a. Village Board of Trustees Meeting Minutes – August 10, 2020
- b. Village Board of Trustee Executive Session Meeting Minutes August 10, 2020
- c. A Resolution Authorizing the Village President to Execute an Intergovernmental and Subrecipient Agreement for Coronavirus Relief Funds with Cook County – Resolution
- d. Waiver of Formal Bid (Due to Competitive RFP) and Award of Contract to Gewalt Hamilton Associates, Inc. for the 2020 Green Alley Improvement Project for a not-to-exceed amount of \$43,155.00
- e. Change Order #1 for the 2020 Curb and Sidewalk Replacement Project for \$6,066.11 – Resolution
- f. Performance Measurement Report
- g. Monthly Department Reports
- h. Accounts Payable – August 2020 – \$1,851,330.71
- i. Financial Report – August 2020
- j. Village Administrator's Report

Trustee Bachner made a motion, seconded by Trustee Henek, to approve the Consent Agenda items A-J.

Roll call:

Ayes: Trustees Bachner, Brennan, Cargie, Henek, O'Connell, Vazquez

Absent: None

Nays: None

Motion Passes.

6. CONSENT ITEMS FOR SEPARATE CONSIDERATION

None.

7. RECOMMENDATIONS OF BOARDS, COMMISSIONS AND COMMITTEES

- a. Deer Management Committee – A Resolution Amending Resolution 20-03 Regarding the Report Deadline of the Village of River Forest Deer Management Ad Hoc Committee – Resolution

Trustee O'Connell made a motion, seconded by Trustee Vazquez, to approve a Resolution amending Resolution 20-03 regarding the report deadline of the Village of River Forest Deer Management Ad Hoc Committee.

Trustee Cargie explained that the COVID-19 pandemic put the Committee back a month and there is more work than anticipated collating the comments from the questionnaire. He noted that he had originally polled the Village Board members if they had any objection to moving the report deadline to October 31, but stated that it made more sense to push it to the end of the year. He stated he would be better able to give an update to the Village Board on the report progress at the October meeting.

Roll call:

Ayes: Trustees Bachner, Brennan, Cargie, Henek, O'Connell, Vazquez

Absent: None

Nays: None

Motion Passes.

- b. Development Review Board – Recommendation Regarding Planned Development Permit – 1101-1111 Bonnie Brae – Ordinance

Trustee O'Connell made a motion, seconded by Trustee Cargie, to approve an Ordinance granting a Planned Development Permit for 1101 and 1111 Bonnie Brae with conditions as stated in the Findings of Fact.

Mr. Art Gurevich requested the Board consider to defer or postpone their decision to a different date. In response to the residents who commented about variances, he stated they are allowed through this planned development process. He stated the project would have more greenspace and that the water runoff would be handled on the property. He further stated the concerns raised were looked at under a magnifying glass and addressed. He requested the Board's support of the project and emphasized that the project is architecturally very nice. He also noted that the analysis regarding schoolchildren is a standard methodology.

Trustee Bachner expressed her concerns about parking and stated she did not agree with the student formula. She echoed Mr. Baptist's comment about respecting the community a developer is looking to join.

Trustee Vazquez stated this project has no benefit to seniors or disabled residents. He expressed that he respects the Development Review Board's recommendation but disagrees with them. He stated he would be voting against the project.

Trustee Cargie stated that generally speaking he gives deference to Village commissions but that the project is too dense and the parking is troubling.

Trustee Brennan stated she agreed with the other trustees and that the project density seemed to be a financial and business decision on behalf of the developer. She disagreed with the assessment about the purchasers of the townhomes and emphasized that the planned development standards were not met.

Trustee Henek stated she agreed with everyone who had commented about the project and that many standards are not met. She also stated she appreciated the developers would want the biggest best use they could but that they have to be mindful of residents. She remarked that the Village can have a development that is reflective of what the community wants. She stated she would not support this project.

In response to a question from Trustee O'Connell, Village Attorney Smith stated the developer could not submit a substantially similar application for two years but that postponement would be within the Board's discretion.

President Adduci stated there is no reason to give them more time.

Trustee O'Connell stated he is all for smart development. He reported that he listened to the Development Review Board meetings and was surprised by the vote. He stated he thinks density is the problem and that the current parking issues would be exacerbated. Trustee O'Connell agreed with the other trustees and stated he does not see how they would pass this project.

President Adduci noted she has a financial background, which helps her understand where developers are coming from. She stated they could have built 9 units instead of 18 and it would have been a nice development. She drew a comparison to the density approved for the townhomes project on Madison. President Adduci also reviewed the pre-filing discussion the Board had last year, and stated the Board expressed concerns about 3-floor units for empty nesters then. She expressed disappointment that the developers did not consider these comments and did not look at the Village's absorption rate, and she stated it was unfortunate that they did not consider what the community wants.

Administrator Palm reviewed the following standards that have not been met based on concerns that have been expressed:

Section 10-19-3.A.: The proposed use or combination of uses will not diminish the use or enjoyment of other property in the vicinity for those uses or combination of uses which are permitted by the Zoning Ordinance.

- There is a concern about the lack of parking on the Property and the adverse impacts of the density of the dwelling units on the Property will have on already minimal street parking in the surrounding area, which includes university and multi-family uses.

- There is also concern about the size and location of the Project and the related increased parking demands generated by the Project that will likely negatively impact the current parking situation for the preexisting neighboring properties.
- Nearby street parking is limited by the Property's proximity to Concordia University, Grace Lutheran Church and the Dominican Priory sports fields, which have their own public parking needs. The east side of Bonnie Brae does not allow for parking. The west side is limited to residents at the south end near Augusta and is time-limited further north.

Section 10-19-3.J.: The design of the proposed use or combination of uses considers the relationship of the proposed use or combination of uses to the surrounding area and minimizes adverse effects, including visual impacts of the proposed use or combination of uses on adjacent property.

- The height of the Project is likely to negatively impact the sunlight that enters the neighboring property to the north.
- The proximity and height of the structures proposed to be built on the Property with regard to the property neighboring it on the north may cause sunlight on the eastern portion of the neighboring property to be completely obstructed.

Section 10-19-3.N.: The proposed use or combination of uses will meet the objectives and other requirements set forth in Chapter 10-19 of the Zoning Ordinance.

- This standard has not been met because the Petitioner is seeking a site development allowance to reduce the number of required parking spaces on the Property per dwelling to an amount that will adversely affect the public parking available near the Property.
- The Petitioner is seeking to alleviate the parking concerns at the Property by utilizing the driveway aprons at the eastern units to add additional guest parking, which is already limited. Further, the Petitioner proposed that guests also use the interior driveway aprons for parking, which limits access to the interior driveways by public safety vehicles, including ambulances and fire trucks.

President Adduci stated this probably could have been avoided, and they could have developed within the Village's zoning code. She stated it is unfortunate it came to this point and that they thought the developers would listen when they were told this project did not look like it was the right fit for the land. President Adduci acknowledged that there is always pushback from residents on developments but that the Board is not afraid of it and is in favor of development, but that they want the right one for the Village.

Roll call:

Ayes: None

Absent: None

Nays: President Adduci, Trustees Bachner, Brennan, Cargie, Henek, O'Connell, Vazquez

Motion Fails.

8. UNFINISHED BUSINESS

None.

9. NEW BUSINESS

a. Discussion: 2020 Halloween Trick or Treating

President Adduci noted the Governor has not yet released direction on trick or treating this year.

Administrator Palm stated the Village has checked with other municipalities to see what they will be doing and noted that the Village has no authority to regulate trick or treating. He stated the memo for this item provides guidelines issued by Highland Park. He also stated that even if the Village Board says they will not allow trick or treating, it will happen on some level. He noted the Board does not have to make a decision tonight and can wait to see if the Governor releases direction.

Trustee Cargie asked how the Village would enforce it and stated the best they could do is advise rather than issue a blanket prohibition, noting that River Forest would become the defacto trick or treat place if Forest Park and Oak Park do not allow it. He commented that they might want to wait to see what the Governor says.

Trustee Henek stated it needed to be looked at regionally and that if River Forest is the only community allowing it, it would open up concerns. She stated she appreciates the enforcement part but that the idea of allowing it opens the Village up to having even more people come to town.

Trustee Bachner commented that the Village sets hours for trick or treating and that what we say matters. She stated the Village needs to set an example and that she does not see how the Village could safely allow trick or treating.

Trustee O'Connell asked how does the Village control it and what they can do to help neighbors and neighborhoods have a safe event if they do not want to allow traditional trick or treating. He stated he is willing to wait for the Governor's direction.

Trustee Brennan expressed her agreement with Trustee Bachner, stating that it does not make sense to accommodate this. She stated that they cannot keep people from trick or treating but that if the Village says they are not condoning or promoting it, people will listen.

Trustee Vazquez stated he is sympathetic to parents who have kids. He wondered how the Village can handle it and not cancel it, but that if the Village allows it in a way, they are promoting it. He noted the precedence set by not allowing block parties and that the Village is doing that for public health. He further stated that he understands everyone is sacrificing a

lot but that cancelling it is the right thing to do. He stated hopefully people will obey and respect that.

President Adduci stated this is a tough issue and acknowledged the reasons to cancel it. She stated that unfortunately they would need to decide how to enforce and control it. She noted the importance of messaging.

In response to a question from President Adduci, Administrator Palm stated the Park District is having a drive-through event on October 16 in the depot parking lot.

Trustee Bachner suggested messaging similar to “no parking” signs that go up for certain events.

President Adduci suggested narrowing the trick or treating timeframe and asking parents to stay within a 2-3 block radius of their homes.

Trustee O’Connell noted the issue of neighboring communities.

Trustee Henek stated the importance of sending a message that Halloween is another event to reimagine safe and fun alternatives.

There was a consensus from the Village Board to further discuss this item at the next meeting.

b. Discussion and Direction: 2020 Commuter Parking Implementation in Light of COVID-19

President Adduci noted this item was on the agenda due to unintended consequences of COVID-19.

Administrator Palm stated this was a good study with good recommendations, but that after COVID-19 hit, people are not commuting as much. He stated the genesis of this discussion was due to feedback from residents on the 700 blocks of Monroe and William, who requested that implementation be held off for the time being. He noted that the signs on Monroe have not gone up and the ones on William could be removed. He also stated there is a 1-year reevaluation in place.

Trustee Brennan asked whether the residents are wanting to park their own cars.

Village Engineer Loster stated it was residents, their friends and families who were looking to park on those streets.

Trustee Henek noted a resident on Oak needs a caretaker and expressed concern about that person being able to park.

The Village Board reached a consensus to direct Staff to pull back on the parking restrictions on the blocks of Monroe and William since the restrictions were not there previously and they were put in place to address a problem that does not currently exist.

The Board discussed the caregiver pass. Administrator Palm stated the pass was treated like a vehicle sticker because people were asking to park for the entire year and that there is some concern about people abusing the system. Village Engineer Loster noted there is a relatively low number of passes issued, approximately 5 in the past year. After more discussion, the Village Board reached a consensus to waive the fee for the caregiver pass.

c. Introduction: Culture of Equity and Inclusion

President Adduci stated that a lot has happened this past year and referenced George Floyd's death in May, the incident at Jewel in June, and the Twin Village Covenant with Maywood in July. She stated addressing issues of equity and inclusion are important to our organization and expressed hope that having this discussion at the next Committee of the Whole meeting will allow for more time to have a deeper conversation about this.

Administrator Palm reiterated that this evening's goal is to introduce and present this information to allow for ample time to reflect and digest this topic for the discussion and deeper dive on September 21. He stated the welcoming resolution passed in 2017 contains powerful statements that ring true today, though the context was around immigration. He stated they can strengthen it even more. He noted internal and external opportunities, highlighting a partnership with Dominican University and their Truth, Racial Healing and Transformation framework, as well as an internal focus on the Village as an organization.

President Adduci stated it is not going to be an easy conversation and it is not intended to be. She stated life at River Forest, everyone should be treated equitably, fairly, and right.

Trustee Vazquez stated that he was a part of D90's inclusive advisory board and that while these topics are not always easy to talk about, everyone was always professional and cordial. He stated it is looking favorably on this discussion.

10. EXECUTIVE SESSION

None.

11. ADJOURNMENT

Trustee Cargie made a motion, seconded by Trustee Henek, to adjourn the regular Village Board of Trustees Meeting at 9:33p.m.

Roll call:

Ayes:	Trustees Bachner, Brennan, Cargie, Henek, O'Connell, Vazquez
Absent:	None
Nays:	None

Motion Passes.

Kathleen Brand-White, Village Clerk

DRAFT

From: [REDACTED]
To: [Catherine Adduci](#); [Erika Bachner](#); [Robert O'Connell](#); [Kathleen Brennan](#); [Patricia Henek](#); [Tom Cargie](#); [Respicio F. Vazquez](#)
Subject: [Resent from Archiver] PLEASE VOTE NO ON SIX 1101-1111 BONNIE BRAE ZONING VARIANCES on 9-14-20
Date: Friday, September 11, 2020 10:17:20 AM

Name: SUSAN L ADLER
Address: 39 Park Ave
Phone: [REDACTED]

Hi! I am writing to oppose the 6 zoning variances at 1101-1111 Bonnie Brae being considered on 9-14-20.

My family and our neighbors in that area are dead set against it for a variety of excellent reasons including the reduction of green space, traffic/walk-ability issues, parking density, and possible flooding.

Please listen to our community and vote "no" on this request.

Please place this letter in the records regarding this development and confirm it has been distributed to and read by the Board and Board President.

Thank you so much for your service and dedication to our wonderful community.

Susan Adler 39 Park Ave. River Forest (32 year proud River Forest community member)

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Susan L. Adler, LCSW, ACSW
Pre-marital / Couples Therapy
Separation / Divorce Recovery
Adult Individual Psychotherapy
LGBTQ Affirming
Oak Park River Forest IL
[REDACTED]

www.susanLadler.com

YouTube video of Oak Park TEDx Talk "Secrets of a couples counselor: Three steps to a happier relationship"

<https://youtu.be/TUMmLkFKpEl>

To watch my popular TED featured 12 minute Tedx Talk "Secrets of a couples counselor: Three steps to a happier relationship" highlighting my couples counseling approach click the link or GOOGLE "Susan Adler TEDx"

PLEASE DO NOT FORWARD THIS EMAIL with my email address

E-mail/text not available with clients or the public. No clinical or confidential information via email or text. Email/text are NOT confidential forms of communication

* Please note I do not use email with the public, clients or potential clients and only use it in my practice for non-clinical, non-confidential, non-public correspondence.

From: [REDACTED]
To: [VBOT](#)
Subject: 1111 bonnie brae development
Date: Monday, September 14, 2020 2:55:41 PM
Attachments: [1111 bonnie brae.doc](#)

please find the attached letter. please include it with public comment

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Roberto Armalas
President
Armalas Sales, inc.
2740 West Washington Blvd unit c
Bellwood, il. 60104
[REDACTED]

ROBERT ARMALAS

1501 BONNIE BRAE
RIVER FOREST, IL. 60305

DAY [REDACTED] FAX [REDACTED] E-MAIL: [REDACTED]

September 14, 2020

Subject: Proposed development 1111 Bonnie Brae River Forest, Il.

To: Our honorable president and board of trustees.

Tonight I urge you to consider not approving the proposed development at 1111 Bonnie Brae. Please respect and follow our zoning ordinances that protect and enhance our community wellbeing. Please also consider the diversity we will lose demolishing and not replacing affordable housing on this site.

This is the first major development up for consideration since approval of our “Affordable Housing Plan”. Unfortunately, it already highlights the need for a better and stronger plan. If there is any piece of property in river forest that geographically warrants affordability consideration. This is it. Adjacent to both our universities the development adds nothing for possible student and employee housing needs essential to the long-term viability of our universities. If affordable housing is not appropriate on this location in river forest, where is it? The development is out of place with anything existent on Bonnie Brae.

The proposed town homes look exactly like the units being built north of us on Harlem avenue. They have no continuity architecturally or aesthetically to the surrounding neighborhood. Density and setback variances would clash and look out of place with adjacent structures. Potentially negatively affecting their value. First floor bedroom windows will be virtually on top of the sidewalks and the neighboring lawns. The lack of guest parking will cause a repeat of the chronic parking situation we already have on Bonnie Brae and Lemoyne for the same reason.

The developer’s proposal states the project will not be economically viable without the variances requested. If so, why did they invest? These are seven exceptions to seven ordinances protecting us from projects just like this. Please enforce them. Your strong consideration voting no tonight would strongly be appreciated.

Sincerely,

Robert Armalas

From: [REDACTED]
Subject: Development on 1100 block of Bonnie Brae
Date: Friday, September 11, 2020 4:11:27 PM

Trustees - in educating myself about the zoning variances requested for the development on the 1100 block of Bonnie Brae, I wanted to share my opinion prior to your vote. The type and number of variances outweigh the benefit to our community for such a development. Alterations to the plans that would reduce the number of variances would possibly change my mind. However, as presented, I respectfully ask you to vote no to the project variances requested.

I have a previous commitment on Monday evening making my attendance at the Village Meeting not possible. Please allow this email to serve as my comments for the record. Thanks.

Kitty Bingham
1027 Keystone Avenue

739 N Marion
Oak Park, IL 60302
Sep 7, 2020

Board of Trustees
Village of River Forest
400 Park Avenue
River Forest, IL 60305

Re: Development of parking lot at Bonnie Brae and Thomas

Trustees,

This is a congested area with the Concordia parking lot entrance, Grace School parents dropping off their kids, a synagogue and apartment buildings along Harlem. The parking lot was a welcome respite providing much needed additional parking and landscaping. Of course the owner has the right to develop their property. However, it is inappropriate to treat this as a planned unit development. That method of zoning should be used rarely and only for large and complex projects and of special benefit to the overall community. This is a small project where the developer wants to circumvent zoning laws and build at a greater density, which is the last thing this localized area needs. The zoning laws with the area and setback requirements should be followed. Otherwise why do we have zoning laws, and why do they not apply to everyone? The owner could still build a couple three flats similar to the rest of the block and provide nice yard space and adequate parking for those residents.

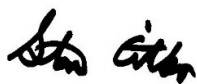
A Tale of Two Cities

Oak Park built a behemoth of a mixed use building at the corner of Harlem and South Blvd. They allowed the developer to eliminate all setback and area requirements. They even allowed a public street to be permanently closed! The project was way too massive for the area.

Elmwood Park chose to take a few houses off the tax roles to support their local businesses by providing much needed additional parking behind the restaurants on North Avenue near Johnnie's. It is also providing additional night time parking for residents.

One city was looking for money regardless of the impacts and allowing special privileges. The other was sensitive to the needs of their community. Which example will you follow?

Sincerely,

A handwritten signature in black ink, appearing to read "Steve Citko".

Steve Citko

Oak Park



Elmwood Park



From: [Lisa Scheiner](#)
To: [Lisa Scheiner](#)
Subject: FW: 1100 Block of Bonnie Brae
Date: Friday, September 11, 2020 8:35:51 AM

President Adduci and Board of Trustees –

Please see the email below from Ms. Foran. She has been advised of the Board's policy.

Thank you,
Lisa

From: Sue Foran [REDACTED]
Sent: Thursday, September 10, 2020 4:43 PM
To: Lisa Scheiner <lscheiner@vrf.us>
Subject: 1100 Block of Bonnie Brae

Dear Lisa:

I hope to be able to attend the meeting Monday night and share these comments with everyone "live" but in the event that I cannot attend, is there a way for these comments to be read into the record? Thanks so much for your attention to this.

Dear River Forest Village President and Trustees:

I am writing to encourage you all to vote against the planned development on the 1100 block of Bonnie Brae for the following reasons:

1. This property requires far too many variances; some of them being very significant. When a village goes to the trouble of establishing zoning requirements and codes for the purpose of maintaining character, safety and consistency in the village, I do not understand why our village would contradict these guidelines and approve this development. Approving this development with all the variance requested does not make any sense to me.
2. I am especially concerned about the setback variances the developer is requiring and the reduction in sight line that these setbacks would create.
3. I am also concerned about the sheer density of the development. It is my understanding that this density poses issues in regards to parking; which is another variance they are requesting.
4. River Forest has a large townhouse development on Madison Street, where after several years, many of the units still sit vacant. I wonder if adding more townhouses to our inventory is a good idea for property values.

Thanks for listening to my concerns.

Sue Foran
925 Bonnie Brae
River Forest, IL 60305
[REDACTED]

From: [REDACTED]
To: [VBOT](#); [Lisa Scheiner](#); [Robert O'Connell](#); [Kathleen Brennan](#); [Respicio F. Vazquez](#); [Catherine Adduci](#); [Patricia Henek](#); [Erika Bachner](#); [Tom Cargle](#)
Subject: 1101-1111 Bonnie Brae
Date: Sunday, September 13, 2020 8:53:25 AM

Please vote NO on the variances requested at 1101-1111 Bonnie Brae in River Forest. The additional population density on such a small parcel will unduly tax our school system, our police dept., our fire dept. and other village services. There are already families with school children squeezing into one bedroom units around the Lake St. corridor. When the kids graduate, they leave, extracting far more from the community than they contribute. The additional real estate tax revenues will never compensate for this additional burden. Also, the proposed parking is woefully inadequate. Today most households have two cars, and when you add the needed visitor spaces, this just doesn't work and it's not fair to the residents in that neighborhood. Please do not follow the bad example of our neighbors to the east. They have destroyed the quality of life in many of their neighborhoods by overbuilding. Thank you for your consideration. Please vote NO.
Michael and Joan Gumbel

From: [REDACTED]
To: [Lisa Scheiner](#); [Robert O'Connell](#); [Kathleen Brennan](#); [Respicio F. Vazquez](#); [Catherine Adduci](#); [Patricia Henek](#); [Erika Bachner](#); [Tom Cargie](#); [VBOI](#)
Subject: Vote No to allow the Variances for 1101-1111 Bonnie Brae
Date: Saturday, September 12, 2020 4:53:26 PM

Dear Village of River Forest Trustee,

This email is to be placed in the records. My name is **Bill & Stacey Iannessa** and we live at **835 Bonnie Brae Place** River Forest Il

There is a proposal to redevelop 1101-1111 Bonnie Brae Place, attempting to squeeze 18 town-homes on three 50 ft lots. This email is to be placed in the records regarding this development. After considering all the impact this development would have to the density, reduction of green space, walk ability, possible flooding, traffic and parking, I urge you, my trustee, to **Vote No** on allowing this project to go forward.

Sincerely,

Bill & Stacey Iannessa
835 Bonnie Brae Place
River Forest Il. 60305

Sent from my iPad

From: [REDACTED]
To: [VBOT](#)
Subject: Public Comment RE: Village of RF Halloween
Date: Monday, September 14, 2020 2:50:12 PM

The following is for submission for public comment reading:

Regarding Halloween and COVID-19 in the village of RF, there are likely lots of solutions already available to figure out how to distribute candy safely at each household, but I also want to call attention to the amount of foot traffic that will exist on Village sidewalks that evening. Right now, most people walking on the sidewalks will give others at least 6-10 feet when passing each other. That won't be possible with the amount of people using the sidewalks to trick or treat. Therefore would the Village consider closing down a portion of village streets to create "pedestrian malls" that would give all the trick or treaters much more space to walk and social distance?

Ben Ireys
739 Monroe Ave

From: [REDACTED]
To: [Lisa Scheiner](#); [Robert O'Connell](#); [Kathleen Brennan](#); [Respicio F. Vazquez](#); [Catherine Adduci](#); [Patricia Henek](#); [Erika Bachner](#); [Tom Cargie](#); [VBOI](#)
Subject: Objection to Proposed Variances for 1101-1111 Bonnie Brae Place
Date: Monday, September 14, 2020 4:21:16 PM
Attachments: [REDACTED]

Please see the attached letter setting forth my objections to the proposed variances for the referenced parcels / project.

lscheiner@vrf.us , roconnell@vrf.us , kbrennan@vrf.us , rvazquez@vrf.us ,
cadduci@vrf.us , phenek@vrf.us , ebachner@vrf.us , tcargie@vrf.us , vbot@vrf.us

**Howard E. Japlon
934 Clinton Place
River Forest, Illinois 60305**



Re: Objection to Proposed Variances for 1101-1111 Bonnie Brae

Dear Village of River Forest Trustee,

I'm sending this letter to register my strong objection to the granting of any variances related to the proposed redevelopment of the 1101 – 1111 Bonnie Brae Place property (the “Bonnie Brae Property”). As a resident of and registered voter in the Village, I'm directing that this letter be included in the official records of the Village Board meeting related to its consideration of the proposed variances for variances for the Bonnie Brae Property.

Each of the variances proposed for the Bonnie Brae Property represents another step in the substantial weakening of the Village's zoning ordinance. Collectively, these proposed variances impose an undue burden on the immediate residential neighborhood. Approval of these variances will potentially create a precedent that will make it difficult for the Village to object to any redevelopment project that is severely out-of-scale to and at variance with the prevailing character of its location.

I would ask the Board to compare the redevelopment of the Bonnie Brae Property to the redevelopment of the former Hines Lumber Yard property. The Hines project is much too dense and is an eyesore given its lack of green space and an ocean of asphalt and concrete and cars parked on aprons. The fact that the Hines property is located on the Madison perimeter of River Forest perhaps makes the Hines project slightly less objectionable. The Bonnie Brae Property, however, is on an interior residential street and will be completely out of character with the neighborhood.

This Board, in my opinion, did not appropriately consider the objections of the residents of the 700 and 800 blocks of Bonnie Brae Place and 800 Harlem Avenue when it approved the Sheridan project located at Chicago Avenue and Harlem Avenue. As approved and now substantially built, by any standard, the Sheridan project is simply too large for the

corner. There is no setback on either street to allow for any greenery to hide the monolithic nature of the building and its height clearly is excessive relative to the severely impacted homes on Bonnie Brae Place and Harlem Avenue. Perhaps the final insult to those impacted River Forest residents was not requiring the developer to construct a brick perimeter wall to match its building. Instead, there is or will be a simple wooden fence that without yearly care will quickly degrade.

I hope the Board will carefully review the requested variances for the Bonnie Brae Property and the unfair and negative impact those variances will have on the neighborhood. I urge you to **Vote No** on allowing the Bonnie Brae Property project to go forward as proposed.

Sincerely,

Howard E. Japlon

From: [REDACTED]
To: [Lisa Scheiner](#); [Robert O'Connell](#); [Kathleen Brennan](#); [Respicio F. Vazquez](#); [Catherine Adduci](#); [Patricia Henek](#); [Erika Bachner](#); [Tom Cargie](#); [VBOI](#)
Subject: Re: VOTE NO variance
Date: Friday, September 11, 2020 3:15:00 PM

On Sep 11, 2020, at 2:47 PM, Elizabeth A. McNeill
[REDACTED] wrote:

Subject: Vote No to allow the Variances for 1101-1111 Bonnie Brae

Dear Village of River Forest Trustee,

This email is to be placed in our records. Our name is Elizabeth & Bill McNeill and we live at 731 William St. in River Forest.

We encourage you to VOTE NO on the proposal to redevelop 1101-1111 Bonnie Brae Place, attempting to squeeze 18 town-homes on three 50 ft lots. Building set backs keep uniformity to the streets and our neighborhood. After considering all the impact this development would have to the density, reduction of green space, walk ability, possible flooding, traffic and parking, I urge you, my trustee, to **Vote No** on allowing this project to go forward.

This email is also to be placed in the records regarding this development.

Sincerely,
Elizabeth & William McNeill
731 William St.
River Forest

From: [REDACTED]
To: [VBOT](#)
Cc: [REDACTED]
Subject: Tonight's meeting
Date: Monday, September 14, 2020 4:20:14 PM

Hello, I am sending you information that is publicly known, and that you should know. I feel almost certain that you all already know this information but I am sending it so you all have the full picture of commonly known information, just in case.

1. The **parking in the lot** on Thomas and Bonnie Brae is always filled. In March of 2019 it was so bad, I could not find a spot. Landlord at 1111 hired a towing firm to deal with the situation. That has been relaxed and normally there are up to ten cars there overnight as of September of 2020. I have a copy of the March 2019 notice that we need stickers to park in the lot because of the overcrowding. The parking lot would normally be filled, it is not because of sign. But people that live on Harlem and on Bonnie Brae now know that the tow contract is not in effect and they are starting to park in the lot. I count between 7 to 10 each night. (Drive by.) And with Covid, the situation all around is not realistic. One needs to look at the way it was prior to February of 2020.
2. In the **Appeal process the owner tendered to you**, there is no file date BUT he has indicated that there ARE now tenants at 1111 Bonnie Brae which is different from his testimony before the DRB the last time he spoke. One can easily go on to the tax Assessor web site in cook county to review the documents that are actually filed and the tax record.
3. The person that did the **traffic review** did so during thanksgiving and or Christmas holiday of Concordia and Dominican. I am sure you realized this. During the time both universities are in full swing, the traffic around here is very heavy. I specifically know because the OPRFHS bus came for my daughter every day for school near 7:30 each morning and the line of traffic behind the bus was immense. This went on from 2016 to 2020. I look out on the street every single day as do my children. There is always a lot of traffic for Grace Lutheran school, Concordia and Dominican (and that includes the preschool at Dominican in the priory area). These are four big "school" areas. A lot of people are interested in renting in this building. It is only less rented because the landlord will not rented.
4. DYI the dates on the top of many of your **documents are current but the dates** the investigations were performed was in or near November 2019 including all of the comparatives for the townhouses. Further, many of the comparatives are for condominiums, not townhouses. It was a realtors "run" of three bedrooms and was not specific. That "run" would not be true in September of 2020, almost a year later. (Some documents have a date on top but they were not produced on that date, they were not filed with the place they say they were filed at or they were not prepared on that date. Many documents have a June 2020 date on them, do not let that fool you.)
5. The **financing letter** is late. Is there an updated one? That letter was about a different project.
6. Many of the letters and documentation are regarding the **first or second or ? Project**, not the final one.
7. The **tax record is easily ascertainable online** and speaks for itself regarding both

properties. An example might be a landlord stating the property is vacant, when it was not. (You. Have current information together with p. 585 testimony of owner/builder in packet).

8. As previously stated, I **have lived here since August of 2016 with two children**, one disabled. The folks behind me since at least then with four children. (You can review testimony of owner at last meeting he attended).

9. As you know, the burden is NOT ON THE BOARD, BUT IS ON THE DEVELOPER TO SHOW HOW THE SDA'S fit into the neighborhood, not just that they want them. They do not need to show a hardship, they NEED and MUST show how the variances ENHANCE the RF streets, population , etc., SEE Page 171 of your packet.

10. **Adverse effects of other property**, See Kende letter.

11. P. 173 Recent letter of credit and deposit, you **still need**.

12. Gabriel Environmental Services report was sept. 27 2012, p. 452 in packet **underground STORAGE TANKS**. UNKNOWN PIPES AT 1111 BUT WAS HEATED BY OIL SO COULD BE UST. P. 453. He found several pipes in 1111 and thought they might be from UST's beneath properties. He said there may be lead paint in the walls and asbestos is in the basement.

13. PAGE 509. Mr. Gurevich stated they fully support the Village's **affordable housing program** and that they have participated in similar programs since 2002. He stated that participation in the program requires the developer to incorporate the program into the planning from the very beginning of the development, in order to factor in the cost of the land and other incentives. He stated that was not the case for this development. Apartment 1 f at 1111 BB lease is covered under AH Plan/HUD

14. **No left turn in the alley**. That is how all of Harlem renters and owners who live east of BB park behind their homes. That could not happen. One way street on Thomas.

So, these are things I readily can see by looking at your packet just like you can see. I know that this is going to happen sooner or later. I am certain I will be retaliated for all of my letters and efforts. I also feel certain that the owner received information I may have previously shared.

You do what you want with the above information. Everything I have written is a fact and is not subjective. I know I will have to leave. Most of what I have shared has nothing to do with whether I stay for a few years or not. It is about my love for River Forest and my hope that another place does not go up that is an eyesore, or an unfinished Covid-project. There are tons of condos and townhouses for sale and rent.

As many of you know, I have a disabled child. The last place I would buy is a townhouse. This is NOT solely because of my daughter. I do not want to walk up and down all the stairs once I am older. When I first married, I would not have been able to afford a \$600,000. Regarding variances, I have built a home here on Keystone. We had to put a big cement driveway right through our HUGE yard to make a two plus car garage. We did it because it was the ordinances of RF. We did not knock down the old house, we added to in a RF

aesthetic manner.

I feel sad for Pamela Kende and the neighbors on Bonnie Brae if this happens. I have watched her work so hard on beautifying her home with flowers, driveway, yard work. I have watched her next door neighbor on the other-side (north) do the same. I am also saddened that the place I live in is going to be knocked down. I am very aware I am moving but would love to see this past “father” and “sisters/nuns” building be revamped into three great big condos. I have a huge three bedroom. I call it my woody Allen apartment. I have a door knocker with a cross on it that must have been there forever. This building is a part of the look alike three flats on the block. Why do we keep knocking buildings down in RF?

Best,

Nancy C. Murphy

From: [REDACTED]
Subject: Vote No to zoning variances
Date: Monday, September 14, 2020 2:42:19 PM

Dear River Forest Trustee,

This email is to be placed in the records. My name is Mary O'Brien and I live at 39 Thatcher in River Forest.

I believe that zoning has been carefully thought out. Major exceptions to current zoning should benefit the community and be in keeping with the style and density of the block. Increased tax revenues are not enough of a reason to give zoning variances.

There is a proposal to redevelop 1101-1111 Bonnie Brae Place, attempting to squeeze 18 town-homes on three 50 ft lots. This email is to be placed in the records regarding this development. After considering all the impact this development would have to the density, reduction of green space, walk ability, possible flooding, traffic and parking, I urge you, my trustee, to **Vote No** on allowing this project to go forward.

Sincerely,

Mary O'Brien

39 Thatcher

River Forest

From: [REDACTED]
To: [Lisa Scheiner](#); [Robert O'Connell](#); [Kathleen Brennan](#); [Respicio F. Vazquez](#); [Catherine Adduci](#); [Patricia Henek](#); [Erika Bachner](#); [Tom Cargie](#); [VBOI](#)
Subject: Subject: Vote No to allow the Variances for 1101-1111 Bonnie Brae
Date: Monday, September 14, 2020 12:30:23 AM

Dear Village of River Forest Trustees,

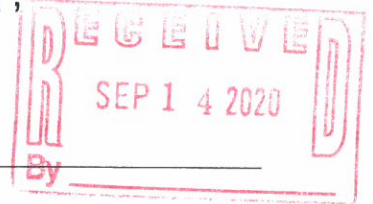
This email is to be placed in the records. My name is Heather Oleksy and I own 7211 W. Division St., Unit C-1 in River Forest.

There is a proposal to redevelop 1101-1111 Bonnie Brae Place, attempting to squeeze 18 town-homes on three 50 ft lots. This email is to be placed in the records regarding this development. After considering all the impact this development would have to the density, reduction of green space, walk ability, possible flooding, traffic and parking, I urge you, my trustee, to **Vote No** on allowing this project to go forward.

Thank you for your time,

Heather M. Oleksy, RN

lscheiner@vrf.us , roconnell@vrf.us , kbrennan@vrf.us ,
rvazquez@vrf.us , cadduci@vrf.us , phenek@vrf.us ,
ebachner@vrf.us , tcargie@vrf.us , vbot@vrf.us



Subject: Vote No to allow the Variances for 1101-1111 Bonnie Brae

Dear Village of River Forest Trustee,

This email is to be placed in the records. My name is Mark Panten and I live at 1137 Park Ave in River Forest.

There is a proposal to redevelop 1101-1111 Bonnie Brae Place, attempting to squeeze 18 town-homes on three 50 ft lots. This email is to be placed in the records regarding this development. After considering all the impact this development would have to the density, reduction of green space, walk ability, possible flooding, traffic and parking, I urge you, my trustee, to **Vote No** on allowing this project to go forward.

Sincerely,

name Mark Panten
address 1137 Park Ave
River Forest, IL 60305

From: [REDACTED]
To: [VBOT](#)
Subject: Bonnie Brae Place
Date: Monday, September 14, 2020 10:17:12 AM

Here are my concerns.

1. I am concerned about how these additional residences may increase the tax burden for River Forest schools and the Oak Park River Forest High School. The January 2020 report called, Bonnie Brae Place, A Luxury Townhomes Development, Projected Number of School Age Children and Cost to School Districts, Economic Projection for Taxing Bodies, prepared by Bonnie Brae Construction, LLC in its conclusion claims that, "The proposed Bonnie Brae Place townhomes development will result in a reduction of public school attending students by 2.16. In addition to savings due to attending students reduction, the school district will have a revenue increase of \$110,728 for D90 and \$79,444 for D200". I do not buy the *assumptions and projections* in this report which conclude that by adding 19 new three bedroom townhomes there will be less students in school in River Forest and the high school. Using the logic and assumptions in this report, if we really wanted to reduce our tax burden for River Forest schools and the Oak Park River Forest High School all we would need to do is keep adding townhomes in River Forest. We would then have many less students and much more tax revenue.
2. There is already plenty of traffic from time to time on the 900 block of Bonnie Brae, in part because Concordia property includes the 1000-1100 block of Bonnie Brae and because there is a Concordia parking facility for over 500 cars directly across from where the proposed town homes are to be built. It seems to me that one of the last things that is needed across the street from this parking facility is (a permanent home) garage space for another 36 cars which is to be included with the townhomes.

Martin Preiser
924 Bonnie Brae
River Forest, IL

From: [Cathy Adduci](#)
To: [Lisa Scheiner](#); [Sara Phyfer](#)
Subject: Fwd: 1101-1111 Bonnie Brae
Date: Friday, September 4, 2020 6:40:17 PM

Please place this letter in the record.

Cathy

----- Forwarded message -----

From: **Ruth Reko** <[REDACTED]>
Date: Fri, Sep 4, 2020 at 4:05 PM
Subject: re:1101-1111 Bonnie Brae
To: <cadduci@vrf.us>

Dear Village of River Forest President Adduci,

This email is to be placed in the records. Our names are Ruth and Karl Reko. We live at 1020 N. Harlem Ave. in River Forest.

There is a proposal to redevelop 1101-1111 Bonnie Brae Place, three 50 ft lots to build 18 town-homes. This email is to be placed in the records regarding this development. After considering all the impact this development would have to the density, reduction of green space, walk ability, possible flooding, traffic and parking, we urge you, my trustee, to Vote No on allowing this project to go forward.

Sincerely,

Ruth & Karl Reko, 1020 N. Harlem Ave., 5F, River Forest

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [VBOT](#)
Subject: 1101-1111 Bonnie Brae townhouse development
Date: Sunday, September 13, 2020 10:42:22 PM

Dear Village of River Forest Trustees,

This email is to be placed in the records regarding this development.

We are Katherine and Enrique Salgado and we own and occupy the property located at 1119 Bonnie Brae in River Forest.

There is a proposal to redevelop 1101-1111 Bonnie Brae Place to build 18 townhomes.

After considering all the impact this development would have to the density, reduction of green space, walk ability, possible flooding, traffic and parking, we urge the Village Trustees to Vote No on allowing this project to go forward.

Specifically, we have strong concerns with respect to the density of the development, which will have a negative impact to the area's traffic and parking situation.

In addition, the size of the proposed development will not conform with the current housing landscape and will definitely "stand out" from the rest of the properties in the area.

All of the houses and apartment buildings located on this section of Bonnie Brae are set far back from the sidewalks. Even the tall buildings on the Concordia University campus are set back farther from the street. The new buildings are designed to be set quite close to the sidewalks and will not fit in visually with the rest of the neighborhood.

We also dialed into the last meeting and are curious where the townhouse development is going to put their trash and recycling? We may have overlooked it, but we really didn't see a location for dumpsters or garbage cans/recycling cans for such a large density of residents.

In closing, for the reasons listed above, we ask the Village Trustees to vote No to the proposed development.

Thank you.

Katherine and Enrique Salgado

From: [REDACTED]
To: [Lisa Scheiner](#); [Robert O'Connell](#); [Kathleen Brennan](#); [Respicio F. Vazquez](#); [Catherine Adduci](#); [Patricia Henek](#); [Erika Bachner](#); [Tom Cargie](#); [VBOI](#)
Subject: Vote No to allow the Variances for 1101-1111 Bonnie Brae
Date: Friday, September 11, 2020 4:02:04 PM

Dear Village of River Forest Trustee,

This email is to be placed in the records. My name is Jennifer and I live at 1530 Bonnie Brae Pl in River Forest.

There is a proposal to redevelop 1101-1111 Bonnie Brae Place, attempting to squeeze 18 town-homes on three 50 ft lots. This email is to be placed in the records regarding this development. After considering all the impact this development would have to the density, reduction of green space, walk ability, possible flooding, traffic and parking, I urge you, my trustee, to **Vote No** on allowing this project to go forward.

Sincerely,

Jennifer Snow
1530 Bonnie Brae Pl

From: [REDACTED]
To: [VBOT](#)
Cc: [Lisa Scheiner](#)
Subject: Bonnie Brae Development
Date: Monday, September 14, 2020 2:57:28 PM

Dear Village Board,

Given that only a very limited number of residents will be permitted to attend tonight's meeting in person, I would like to have the Board consider the following objections to the proposed variances in regard to the Bonnie Brae project.

1. Any development which requires that numerous zoning regulations be overridden is clearly inappropriate for the site chosen. Zoning regulations are enacted for a reason and should not be ignored.
2. Currently Bonnie Brae is a very attractive street in large part due to green space and uniformity of buildings. The dormitory and parking garage on the Concordia campus both have green space between them and the street, the parking garage also has trees and shrubs in front of it. The proposed unit seeks to have almost no green space and to be built almost up to the road, which will not fit in well with the rest of the dwellings on Bonnie Brae.
3. Too little green space also creates problems for water run-off and for the placement of snow, which is already a problem on the alley.
4. There are also clear traffic concerns since this unit will be on a one way street, on the alley, and near a school. If the units are built as close to the street as currently proposed, it makes exiting into the alley problematic. The garages presently on the property are fortunately used primarily for storing cars, but our car has been hit and nearly hit several times, by people exiting that garage because there is so little space between the garage and the alley and visibility is so limited. The alley is used not only by cars but by pedestrians and bikers, many of them children. Many of the pedestrians are students at Concordia, who use the alley as a walkway at night, when visibility is even worse.
5. The fact that there are fewer parking and visitor parking spaces than required is also problematic in an area where parking is already at a premium and makes it likely that residents who have parking spaces in the alley will find them used by residents of the development or their guests when they are unable to find nearby parking.

I hope that the Board will enforce the existing zoning regulations in order to preserve the character and safety of the 1100 block of Bonnie Brae.

Thank you for your consideration.

Sharon and Kurt Stadtwald

1122 N Harlem Ave
River Forest

From: [REDACTED]
To: [VBOT](#)
Subject: Planned Dev. Permit 1101-1111 Bonnie Brae
Date: Thursday, September 10, 2020 5:33:26 PM

Ladies and Gentlemen of the Board,

I respectfully urge rejection of the Development Permit Application for this site as the project requires variances too extensive for the neighborhood. Specifically, setbacks are contrary to the neighborhood designs and parking in the specs is inadequate for the parking density already existing.

Thank you.

Frederick Velde
1005 Bonnie Brae

Sent from my iPhone



MEMORANDUM

Date: September 29, 2020

To: Catherine Adduci, Village President
Village Board of Trustees

From: Eric J. Palm, Village Administrator

Subj: Village Administrator's Report

Upcoming Meetings (all meetings are at Village Hall unless otherwise noted)

Wednesday, October 7	7:30 PM	Deer Management Committee Meeting
Thursday, October 8	7:30 PM	Zoning Board of Appeals Meeting – <i>Cancelled</i>
Friday, October 9	7:30 AM	Economic Development Commission Meeting
Monday, October 12	7:00 PM	Village Board of Trustees Meeting

Recent Payments of >\$10,000

In accordance with the purchasing policy, the following is a summary of payments between \$10,000 and \$20,000 that have occurred since the last Board meeting:

Vendor	Amount	Description
West Suburban Consolidated Dispatch	\$10,877	Monthly contribution – 911 dispatching
Benistar	\$10,993	Retiree insurance – September
BKD LLP	\$17,200	FY20 Auditing Services
West Central Municipal Conference	\$12,597	Annual Dues

New Business Licenses:

Carby Eats	349 Ashland (RF Kitchen)	Prepared meals
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Thank you.



MEMORANDUM

DATE: September 29, 2020

TO: Eric J. Palm, Village Administrator

FROM: Jeff Loster, Village Engineer

SUBJECT: Traffic and Safety Commission Recommendations – September 16, 2020 Meeting

Item 1:

As a condition of approval for the planned development at 800 Harlem Avenue, the Village Board required that the Traffic and Safety Commission conduct a review and hold a public discussion regarding on-street traffic and/or parking as it relates to the operation of the finished development.

Analysis: The Traffic and Safety Commission met on September 16, 2020 to discuss this request. The on-street parking areas were essentially divided into two locations: Iowa Street, between Harlem and Bonnie Brae and Bonnie Brae, between Chicago and Iowa. General concerns included off-site employee parking on a daily basis as well as visitor parking – most notably during holidays. Due to these concerns, the following requests were made:

- The residents on Bonnie Brae requested a restriction of Resident Only Parking, 8am-8pm. This request would apply to both sides of Bonnie Brae from Iowa to Chicago and would be in effect 365 days a year.
- The residents on Iowa Street expressed similar concerns and ultimately requested a Resident Only Parking restriction. This would apply to both sides of Iowa Street between Bonnie Brae and Harlem and would be in effect 24 hours a day, 365 days a year.

It should be noted that the overnight parking ban would still be in effect for these zones.

Traffic and Safety Commission Recommendation

The Traffic and Safety Commission has made the recommendation to install the following parking restrictions:

- Resident Only Parking on the east and west sides of Bonnie Brae between Chicago Avenue and Iowa Street, between the hours of 8am and 8pm.
- Resident Only Parking on the north and south sides of Iowa Street, between Harlem Avenue and Bonnie Brae.

Residents also requested that there be some means available to them that would allow for recurring exemptions (contractors, friends, family, etc.) so that they do not have to request guest passes from the Police Department once the restriction is in place. The Traffic and Safety Commission informally recommended that the Village Board investigate the possibility of providing these homes with placards to address this issue. The properties involved in this portion of the discussion included the 800 and 900 blocks of Bonnie Brae, the 800 and 900 blocks of Harlem Avenue and the 7200 block of Iowa Street.

If the Village Board agrees with the recommendations from the Traffic and Safety Commission, the following motions would be appropriate:

Motion to install a Resident Only Parking Zone (8am-8pm) on both sides of the Bonnie Brae between Chicago Avenue and Iowa Street.

and

Motion to install a Resident Only Parking Zone on both sides of Iowa Street between Harlem and Bonnie Brae.

Attachments:

Revised Ordinance – Resident Only Parking Zone

Traffic and Safety Agenda Packet – 9/16/20

ORDINANCE NO. _____

AN ORDINANCE AMENDING TITLE 9, ENTITLED "TRAFFIC REGULATIONS, CHAPTER 3, ENTITLED "TRAFFIC SCHEDULES," OF THE RIVER FOREST VILLAGE CODE

BE IT ORDAINED by the President and Board of Trustees of the Village of River Forest, Cook County, Illinois:

Section 1: That Title 9, entitled "Traffic Regulations," Chapter 3, entitled "Traffic Schedules," of the River Forest Village Code, Section 9-3-21 thereof, entitled "Schedule 21, Resident Parking Zone" be amended by adding the following:

BONNIE BRAE, the east and west sides between Chicago Avenue and Iowa Street, between the hours of eight o'clock A.M. and eight o'clock P.M.

IOWA STREET, the north and south sides between Harlem Avenue and Bonnie Brae.

Section 2: That the appropriate signage be installed in accordance with Section 1.

Section 3: That all Ordinances or parts of Ordinances in conflict with this Ordinance are hereby expressly repealed.

Section 4: This Ordinance shall be in full force and effect after its passage, approval and publication in pamphlet form as provided by law.

ADOPTED this 29 day of September, 2020, pursuant to a roll call vote as follows:

AYES:

NAYS:

ABSENT:

APPROVED by me this 29 day of September, 2020.

Catherine Adduci, Village President

ATTEST:

Kathleen Brand-White, Village Clerk



VILLAGE OF RIVER FOREST TRAFFIC AND SAFETY COMMISSION MEETING

Wednesday, September 16, 2020 – 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 your 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: 820 2870 3042 or by clicking here: <https://us02web.zoom.us/j/82028703042>. If you would like to speak during public comment, please email jloster@vrf.us by 4:00 PM on Wednesday, September 16, 2020.

1. Call to Order/Roll Call
2. Adoption of meeting minutes from the September 18, 2019 Traffic and Safety Commission Meeting
3. Adoption of meeting minutes from the December 4, 2019 Traffic and Safety Commission Meeting
4. Public Comment
5. As a condition of approval, the development located at 800 Harlem Ave is subject to the review of the Traffic and Safety Commission as it relates to future on-street traffic and parking concerns in the vicinity of the site.
6. Request by Village Staff to review changes associated with the Village's Safe Walking Routes to Schools (SWRTS) Project.
7. Adjournment



VILLAGE OF RIVER FOREST TRAFFIC AND SAFETY COMMISSION MEETING MINUTES

Wednesday, September 18, 2019 – 7:30 PM

A regular meeting of the River Forest Traffic and Safety Commission was held on Wednesday, September 18, 2019 at 7:30 P.M. The meeting was conducted in the Community Room at the River Forest Village Hall, 400 Park Ave. River Forest.

Roll Call and Call to Order

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

Old Business

Jeff Loster, Village Engineer asked for a motion to approve the minutes from the March 20, 2019 Traffic and Safety Commission Meetings. Commissioner Gillis made the motion and Commissioner Osga seconded the motion. All commissioners present voted to approve the minutes.

New Business – Request by Patricia O'Connor at 240 Gale Avenue to modify the recently installed No Parking and 2-hr Parking restrictions on both sides of Linden Street (between Thatcher and Gale) to Resident Only Parking.

Neil O'Connor and his wife have lived in the corner of Linden and Gale for 35 years. The commuter parking has been a problem off and on. Mostly the back entrance of their home is utilized. His car is parked on Linden at various times of the day, pretty much on the same spot. He questions if the 2-hr parking is accumulative or consecutive? If a parking enforcer went by during the day they might assume he has not moved his car all day. Mr. O'Connor hopes there is some sort of resident parking permit for their area.

Patricia O'Connor, communicates her maid comes once a week to her home. She has her park in one place then has to go out and move her car. This has created a real hassle for them. She is unclear on what to do when her daughter visits from California.

Commissioner Osga advises if they elect residential parking, they would have to get permits. Questions why they did a 2-hr parking on the south side of the street, rather than residential? Recalls there was a reason for it initially.

Jeff Loster, Village Engineer recaps that due to the width of the street, emergency vehicles and snow plowing had concerns about getting through when cars were parked on both sides. That was the impetus for putting the No Parking on one side. Initially the Traffic and Safety Commission recommended resident parking only zones. When it reached the Board level, the Board elected to change that to 2-hr parking.

Ms. O'Connor inquires about the 300 block of Gale, 6a – 10a resident parking zone?

Jeff Loster, Village Engineer informs it is for local residents, those addresses on that block obtain two permits per household. They register their vehicles to that permit, only those vehicles tied to that address can park there. If they have more vehicles, extra permits may be purchased for a small fee.

Mr. O'Connor determines they would like the resident parking with the permit. He is certain if they do the resident parking the residents from the north side will park there.

Commissioner Gillis assumed they provided guest permits for these individuals as well.

Jeff Loster, Village Engineer replies the police department can issue a guest pass if they have someone visiting for a week. They do so on a case by case basis. There is no hard guest pass to hang onto to keep for future guests.

Resident questions how strict the 2-hr parking restriction is? Wonders if she needs to keep having her maid move her vehicle every two hours? If they had the resident parking only, they could pull out one car from the driveway and have her maid park there.

Jeff Loster, Village Engineer briefs on the way police enforce parking. The police department has a license plate reader on top of a vehicle. When that car drives by at 15mph it pings license plates and it geo locates them. As it goes by the address it knows that car got picked up at a certain time. If they come back 3hrs later and it's in the exact same spot it gets a ticket.

Commissioner Gillis made the motion, seconded by Commissioner Buis to make the south side of Linden between Gale and Thatcher from 6am – 10am Monday through Friday Resident Permit Parking.

The vote was 5 to 0 in favor of approving the request. **The motion to approve the request passed.**

New Business – Request by Brett Gentile at 27 Keystone Avenue to install a No Left Turn restriction for eastbound Madison Street traffic turning north onto Keystone Avenue.

Brett Gentile resides in the zero block of Keystone and has noticed an increase of traffic going north on Keystone. Higher speeds than necessary, more than 25mph. Vehicles disregard the stop signs that have been put up at the intersection of Keystone and Vine. Traffic from Madison backs up through Keystone. Keystone is a through street, goes through the tracks and beyond. There are about thirty children that live in these two blocks. At least six on the zero block are special needs, she has two of them. In the interest of all the kids and families, anything they can do to cut down on traffic and speed. It seems a No Left Turn sign would be a good first step.

Commissioner Osga considers if anybody on any block, in any town, and in any city is asked "Would you like to completely cut off traffic to your block?" Whether they have kids or not, everyone would vote to close off the street. The Commission is listening to what they say, and have run into situations like this before. They have cracked down with the big signage that warns drivers how fast they are going.

Commissioner Wade points out one of the things the motorists are not doing is obeying the stop signs. A “No Left Turn” sign is not going to make them obey them more. A lot of the substance they deal with comes down to enforcement. It’s challenging to use signage to stop bad behavior.

Sarah Thomas from 38 Keystone has noticed traffic has increased over the past few years. Construction on First Avenue was a nightmare. It caused commuters look around for a detour, they found River Forest. The construction here in town and the condominiums on Madison, it all creates more traffic flow.

Commissioner Osga supposes people are attracted to Keystone because it’s a through way and due to its size. They been listening to the people of Keystone for a year now and consider there is an issue. He does not consider the problem is a “No Left Turn” sign, as it would be difficult to get passed the Board. Anticipates a solution not as aggressive.

Commissioner Buis concludes they must consider a permanent solution due to the high density of children on these two blocks. They have to recognize that unless its fixed on a permanent basis, the situation will arise over and over again. He has seen an empty police car on Thatcher for weeks, proposes they do that here. Meanwhile, they can alternate the police car with a speed tracker trailer.

Commissioner Osga informs the empty police car and the speed tracker has done wonders. The Village could get a letter out to the residents advising to call the police if they see vehicles speeding. Engage the community and install temporary police cars. Signage has been done, and signs don’t work. Residents can also communicate to their neighbors to contact the police when they see something.

Ms. Gentile inquiries how long this is going to last, if this is only a temporary fix?

Jeff Loster, Village Engineer does not know. There are other areas in the Village with the same concerns. The Police Department have a regular rotation where they move dummy vehicles and radar trailers constantly. He does not know with what frequency or duration those would be present on these two blocks.

Commissioner Buis makes a motion to use police enforcement, dummy vehicles and a speed trailer on the zero and one hundred block of Keystone. In addition, request feedback and a report from the Police Department on their recommendations. The motion was not seconded.

Commissioner Cleary expresses concern regarding the proposed timeline.

Commissioner Gillis made the motion, seconded by Commissioner Cleary to install a No Left Turn sign eastbound on Madison Street at Keystone.

The vote was 4 to 1 in favor of rejecting the motion. **The motion was rejected.**

New Business – Request by Village staff to re-configure the commuter parking areas near Thatcher Avenue.

Eric Palm, Village Administrator begins by asserting that right now there are two areas for designated scooter parking. One on Hawthorne just east of Keystone, the other recently installed

on Central and William. Some requests have been received in regards to Metra spaces. One is to put spaces closer to the Metra stop on the north side of the tracks. On the west Thatcher lot, north of central, south of the actual lot there is a bike rack area that is no longer used. It's being proposed to take those bike racks out and put an apron. This way scooters can pull right out and park there plus have a closer proximity with more visibility. The other concern is cost. Now we charge \$5.00 for daily fee whether you drive a car or a scooter. That was discussed by the Village Board a few years back, it was decided to keep cost the same. There has been a desire to revisit that for the fairness component. As staff recommendation they propose lowering the daily fee to \$2.50. As well allow monthly scooter permits, which would cost \$50.00.

Commissioner Osga questions if there are enough scooters in town that we would need to create a permit for them?

Eric Palm, Village Administrator accounts it's one of those things that start to grow slowly. He sees three to five scooters driving around town. Situations arose where these scooters were parked in areas they were not supposed to. From the Village's standpoint these are our customers, so how do we serve them and how do we entice them to use those spaces?

Commissioner Gillis likes the scooter parking idea on the north side, imagines it's a safe and secure area. It's not taking up any prime spots either since it's basically an old bike rack.

Eric Palm, Village Administrator proceeds with the second proposal in terms of the commuter permit parking. Currently the Village limits the number of permits sold for commuter parking, but oversells that amount. There has always been a waiting list to obtain the monthly permit. When the west Thatcher lot was changed to permit parking as oppose to daily, the numbers were looked at. The concern was that we were overselling too much. Some people who have those permits do not utilize the lot every day, therefore the lot looks fairly empty. Residents who are on the waiting list and pay \$5.00 for the daily fee have quite a price difference. The concept is to create an opportunity to produce unlimited permits. It doesn't guarantee you a space, it guarantees cost savings. He has seen enough capacity to handle everyone's parking needs. Down Hawthorne very rarely do cars go down the CN bridge. Seldom they do, but there is still enough capacity down Central and Hawthorne. This option gives all the residents a choice of purchasing the monthly permit instead of doing the daily fee. He asks for the Commissions feedback on the idea of creating a premium zone. This was recently done by the Village of Barrington. If residents want to get a guaranteed spot they get the premium for \$100. It's double what the normal fee is, but we don't oversell these. The premium zone would be located on the east Thatcher lot in the middle bank spaces. The premium zone would have about 50 parking spaces. If residents prefer they can continue to pay the \$50.00 and park on the west Thatcher lot, on Central or Hawthorne.

Commissioner Buis questions is they don't anticipate running out of the \$50 permit spaces?

Eric Pam, Village Administrator doesn't presume so, the only possibility in this scenario is people do not respond to the \$100 premium spaces. If we don't sell those, then we would have to modify and correct. Once there is a recommendation, the Village Board will communicate to the commuters what's being planned and get feedback. If the feedback is negative, perhaps they will not move forward with it. His colleague in Barrington mentioned in the beginning people had some concerns, however people started to buy them.

Commissioner Buis asks Eric Palm, Village Administrator two questions. If The Village of Barrington gave him specifics to arrive at the price point? When they over sell, is the implication first come first serve?

Eric Palm, Village Administrator clarifies they reached the \$100 fee based on what they charge for the 24-hr permits, not on what Barrington charges. Everyone that is not on the premium zone would be at a first come first serve basis.

Commissioner Buis made the motion, seconded by Commissioner Gillis to re-configure the commuter parking areas near Thatcher Avenue.

The vote was 5 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 8:56 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: -----



VILLAGE OF RIVER FOREST TRAFFIC AND SAFETY COMMISSION MEETING MINUTES

Wednesday, December 4, 2019 – 7:30 PM

A regular meeting of the River Forest Traffic and Safety Commission was held on Wednesday, December 4, 2019 at 7:30 P.M. The meeting was conducted in the Community Room at the River Forest Village Hall, 400 Park Ave. River Forest.

Roll Call and Call to Order

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

Old Business

Jeff Loster, Village Engineer requests for a motion to approve the minutes from May 15, 2019 Traffic and Safety Commission Meeting. Commissioner Osga made a motion and Commissioner Buis second the motion. All Commissioners present voted to approve the minutes.

Public Comment

Scott Street is the President of the Board of Managers at the Great House Condominium located at 407 and 415 Franklin Avenue. Currently the only exit they have from their parking garage is onto Central. Signs reading “No Parking between these signs” were placed about 8 feet on the left side and 10 feet on the right from the edge. When cars park up to those signs it gives an extremely limited visibility for their residents as they exit the parking lot. They believe it needs to be lengthened. They went to a similar condo next door, the distance from the edge to the first sign is 19 feet on the left side and 27 feet on the right side. They are looking for something commensurate with what they have. He circulated a petition agreeing to this solicitation from 43 of the 58 unit members.

Commissioner Rees asked Mr. Street if he requested signatures from the office building next door?

Mr. Street replies he did not. Only from their own residents. There was one person that opposed, because they did not want to give up any more parking spaces on Central. There was several that they could not get a hold of and some that selected not to sign.

Chairman Rees advises that one of the things on the agenda is a discussion about what the Committee should require in terms of a petition. He has a petition and does not need to redo that work. Chairman Rees is not certain communication was given to the required neighbors. Before a recommendation is made, he prefers to give notice to the affected individuals. Potentially someone would like to come and express their views. Wonders if they should take this up now or at the next meeting after notice is given to the affected residents?

Commissioners decide to put this off to another meeting.

New Business – Request by Village Staff to update requirements to resident request process.

Jeff Loster, Village Engineer commences by indicating there is currently no minimum requirement for petition signatures. As long as somebody gets in a written request and a petition with some signatures, they discuss it. More concerning, most of the request require studies by consultants. We start to get into a lot of dollars involved as well with potential lack of visibly support in the front end for some requests. The other concern is the lack of participation with some residents. Petitions are not being distributed to everyone around. Although Staff sends the notification post card, we always hear residents state they did not receive them. When a request comes in everyone affected needs to be aware of it. If they choose they can participate in the conversation. When the implementation does take place, nobody is coming back complaining about the change and immediately petition to have it changed. This Commission just ran into this situation with the parking changes at the 200-300 block of Linden, Gale and Keystone. In an effort to cease that from reoccurring, the idea is to formally book end the affected area. Basically create a minimum for the signature petition. Force people to acknowledge that the discussion is taking place and indicate if they are in support, against or don't care.

Chairman Rees suggest they divide the discussion between exhibit A and exhibit B. To him exhibit A is clear, but exhibit B requires more discussion.

All Commissioners present agree that exhibit A looks satisfactory the way it is.

Commissioners agree to accept either electronic or original signatures for petitions.

Chairman Rees questions the language on Exhibit B. It talks about residents within a radius need to sign the petition. Then at the bottom it talks about being included on the petition.

Jeff Loster, Village Engineer clarifies exhibit B would be given along with a blank petition form. If they were to decide that 50% was the magic number, and the request is a stop sign at the intersection of Street 2 and Street 4. The language at the top refers to 50% of the people within this boundary need to sign the petition. Being included pertains to residents that are on the petition, but are unreachable.

Chairman Rees suggests changing the language at the bottom of exhibit B to “would need to be included or noted as unreachable on the petition”.

Commissioner Gillis considers the required percentage of signatures should be 75%. If a stop sign is being requested, they must go out and get 75% of their neighbors signatures. Inform them what is going on. Before spending ten thousand dollars on a traffic study he would like to know the people worked hard to get there and how many of them support it. Out of those 75% if only 10% want a stop sign he doesn't think it should come before them or spend that money.

All Commissioners agreed the required percentage of supporting signatures should be 75%. One signature per household. 75% of the households have to sign in order for the petition to be heard and reviewed. Non reachable residents to be considered a No.

A motion was made and seconded to adjourn the meeting at 8:52 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: -----

DRAFT



MEMORANDUM

DATE: September 16, 2020

TO: Traffic and Safety Commission

FROM: Jeff Loster, Village Engineer

SUBJECT: Planned Development Review – 800 Harlem Avenue

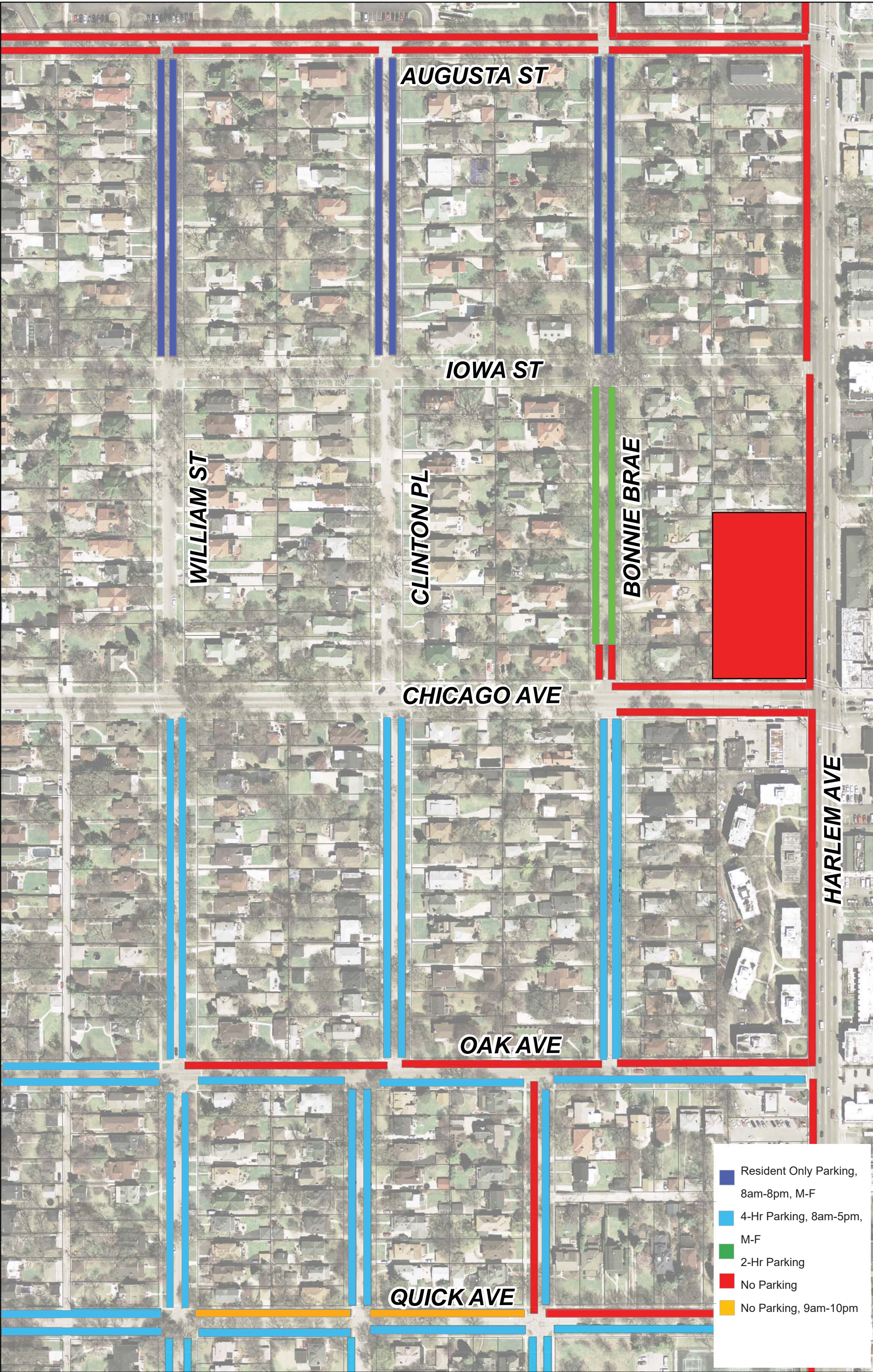
Issue: In late 2018, the Village Board considered the Development Review Board's recommendation and voted unanimously to approve the development at 800 Harlem Ave. As a condition of this approval, the Board required that the Traffic and Safety Commission review the development within the context of the surrounding area to determine whether or not additional traffic and/or parking measures are required.

Analysis: As previously indicated, the approval of the Planned Development at 800 Harlem Ave requires the following:

“The Village's Traffic and Safety Commission shall study the possible imposition of resident permit parking only on the 800 block of Bonnie Brae Place, Iowa Street between Bonnie Brae and Harlem Avenue, and other nearby residential streets. The Village's Traffic and Safety Commission shall also study on-street parking restrictions in the vicinity of the Property as well as other traffic related matters in and around the vicinity of the Property to ensure employees and visitors to the Project do not park on residential streets. The Petitioner shall comply with additional parking and traffic conditions on public streets in the vicinity of the Property as directed by the Village.”

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: Parking Restriction Exhibit
Planned Development Traffic Study



- Resident Only Parking, 8am-8pm, M-F
- 4-Hr Parking, 8am-5pm, M-F
- 2-Hr Parking
- No Parking
- No Parking, 9am-10pm

Traffic Impact Study Proposed Senior Living Community

River Forest, Illinois



Prepared For:

Kaufman Jacobs, LLC

Prepared By:



July 6, 2018

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1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed senior living community to be located in River Forest, Illinois. The site, which is currently occupied by a TCF Bank and three residential homes, is located in the northwest quadrant of the intersection of Harlem Avenue (IL Route 43) with Chicago Avenue. As proposed, the site will be developed with a four-story senior living community providing 33 memory care units (37 beds) and 92 assisted living units (99 beds) totaling 125 units (136 beds). Access to the site will be provided off Harlem Avenue via a full movement access drive and off Chicago Avenue via a full movement access drive. A total of 70 parking spaces will be provided.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area and determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed development.

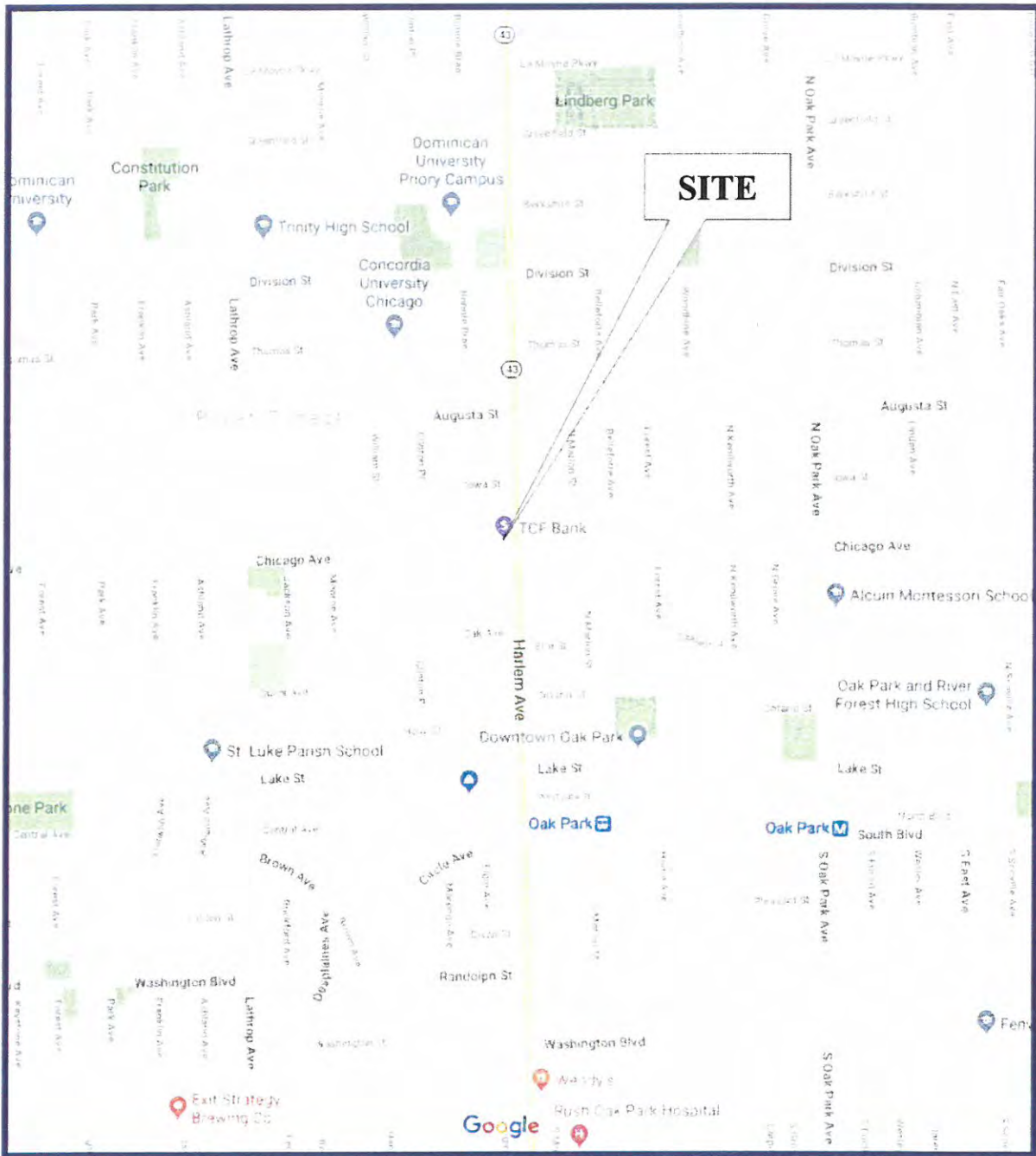
Figure 1 shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site area.

The sections of this report present the following:

- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning and weekday evening peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system

Traffic capacity analyses were conducted for the weekday morning and weekday evening peak hours for the following conditions:

1. Existing Conditions – Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.
2. Projected Conditions – Analyzes the capacity of the future roadway system using the projected traffic volumes that include the existing traffic volumes, ambient area growth not attributable to any particular development, and the traffic estimated to be generated by the proposed development.



Site Location

Figure 1



Aerial View of Site Location

Figure 2

2. Existing Conditions

Existing transportation conditions in the vicinity of the site were documented based on field visits conducted by KLOA, Inc. in order to obtain a database for projecting future conditions. The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices, and existing peak hour traffic volumes.

Site Location

The site, which is currently occupied by a TCF Bank and three residential homes, is located in the northwest quadrant of the intersection of Harlem Avenue (IL Route 43) with Chicago Avenue. Land uses in the vicinity of the site are residential to the north and west and commercial to the east and south and include the following; Paper Lantern, Charmed Lashe Studio, KIX Kouture, Sweat it off Fitness, De Maira Dance Studios, Inc, Marks Travel Professionals and BP to the east and Mobil gas station to the south. It should be noted that Roosevelt Middle School is located approximately one-half mile to the southwest and Oliver Wendell Holmes Elementary School is located approximately one-half mile to the east.

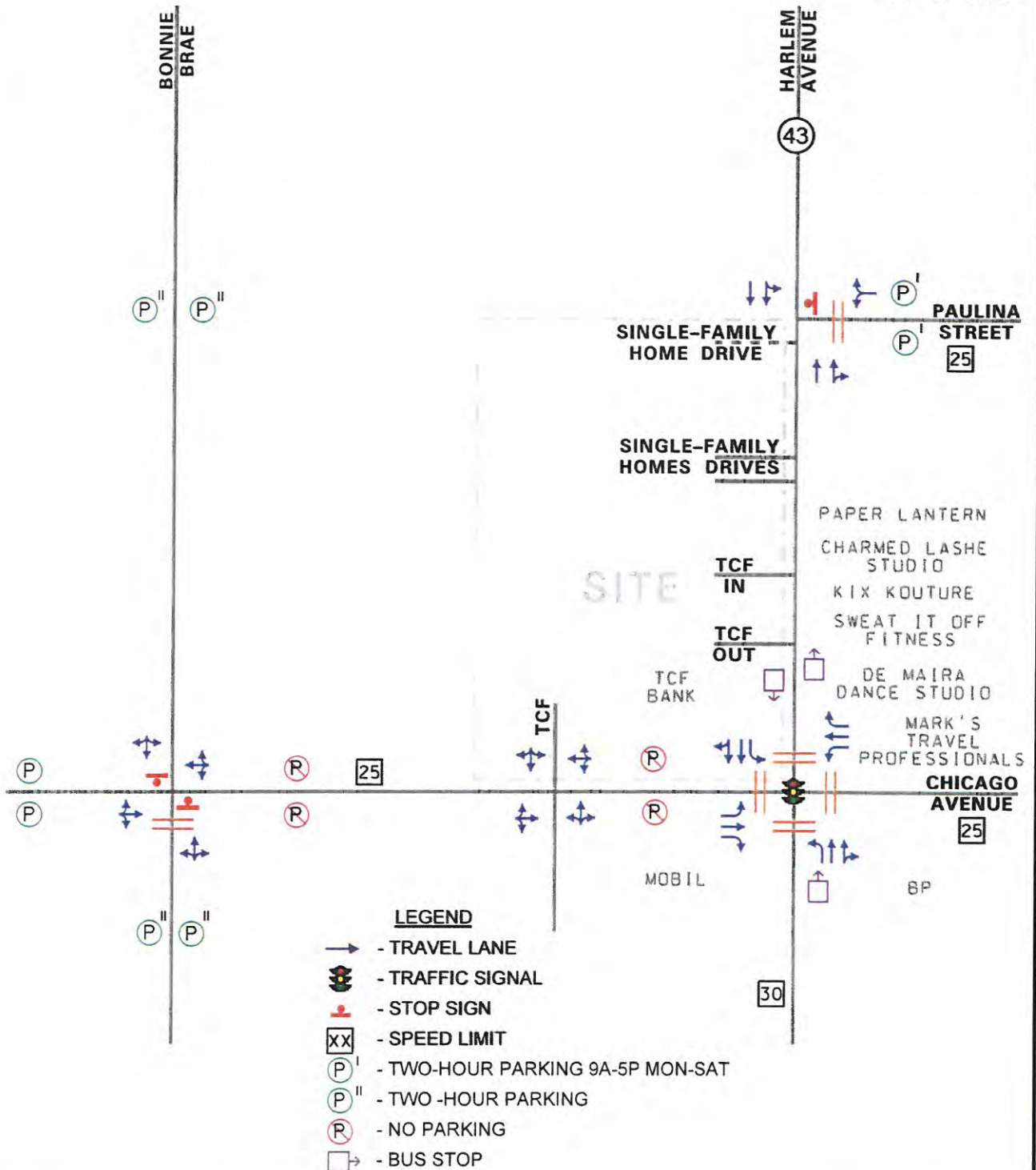
Existing Roadway System Characteristics

The characteristics of the existing roadways near the development are described below and illustrated in **Figure 3**.

Harlem Avenue (IL Route 43) is a north-south arterial roadway that in the vicinity of the site provides two through lanes in each direction. At its signalized intersection with Chicago Avenue, Harlem Avenue provides an exclusive left-turn lane, a through lane and a shared through/right-turn lane on the northbound and southbound approaches. Both legs provide standard style crosswalks and pedestrian countdown signals. At its unsignalized intersection with Paulina Street, Harlem Avenue provides an exclusive through lane and a shared through/right-turn lane on the northbound approach and a shared left-turn/through lane and an exclusive through lane on the southbound approach. Harlem Avenue is under the jurisdiction of the Illinois Department of Transportation, carries an annual average daily traffic (AADT) volume of 31,700 vehicles north of Chicago Avenue and an AADT volume of 34,800 vehicles south of Chicago Avenue (IDOT AADT 2017) and has a posted speed limit of 30 miles per hour.



NOT TO SCALE



Senior Living Community
River Forest, Illinois

Existing Roadway Characteristics



Job No. 18-085 Figure: 3

Chicago Avenue is an east-west roadway that in the vicinity of the site provides one through lane in each direction. At its signalized intersection with Harlem Avenue, Chicago Avenue provides an exclusive left-turn lane, an exclusive through lane and an exclusive right-turn lane on the eastbound and westbound approaches. Both legs provide standard style crosswalks and pedestrian countdown timers. At its unsignalized intersection with Bonnie Brae, Chicago Avenue provides a shared left/through/right-turn lane on both approaches. West of Harlem Avenue, Chicago Avenue is classified as collector roadway, is under the jurisdiction of the Village of River Forest, carries an AADT volume of 8,700 vehicles (IDOT AADT 2014) and has a posted speed limit of 25 miles per hour. East of Harlem Avenue, Chicago Avenue is classified as an arterial roadway, is under the jurisdiction of the Village of Oak Park, carries an AADT volume of 11,000 vehicles (IDOT AADT 2014) and has a posted speed limit of 25 miles per hour.

Paulina Street is an east-west local roadway that extends from Harlem Avenue approximately 550 feet east to Madison Street and provides one through lane in each direction. At its unsignalized intersection with Harlem Avenue, Paulina Street provides a shared left/right-turn lane under stop-sign control and a standard style crosswalk. Parking is permitted on both sides of the roadway and time restricted to two hours between 9:00 A.M. to 5:00 P.M. Monday through Saturday. Paulina Street is under the jurisdiction of the Village of Oak Park and has a posted speed limit of 25 miles per hour.

Bonnie Brae is a north-south local roadway that in the vicinity of the site provides one through lane in each direction. At its unsignalized intersection with Chicago Avenue, Bonnie Brae provides a shared left/through/right-turn lane under stop-sign control on both approaches. The northbound approach provides a standard style crosswalk. Parking is permitted on both sides of the roadway and is time restricted to two hours at all times. Bonnie Brae is under the jurisdiction of the Village of River Forest.

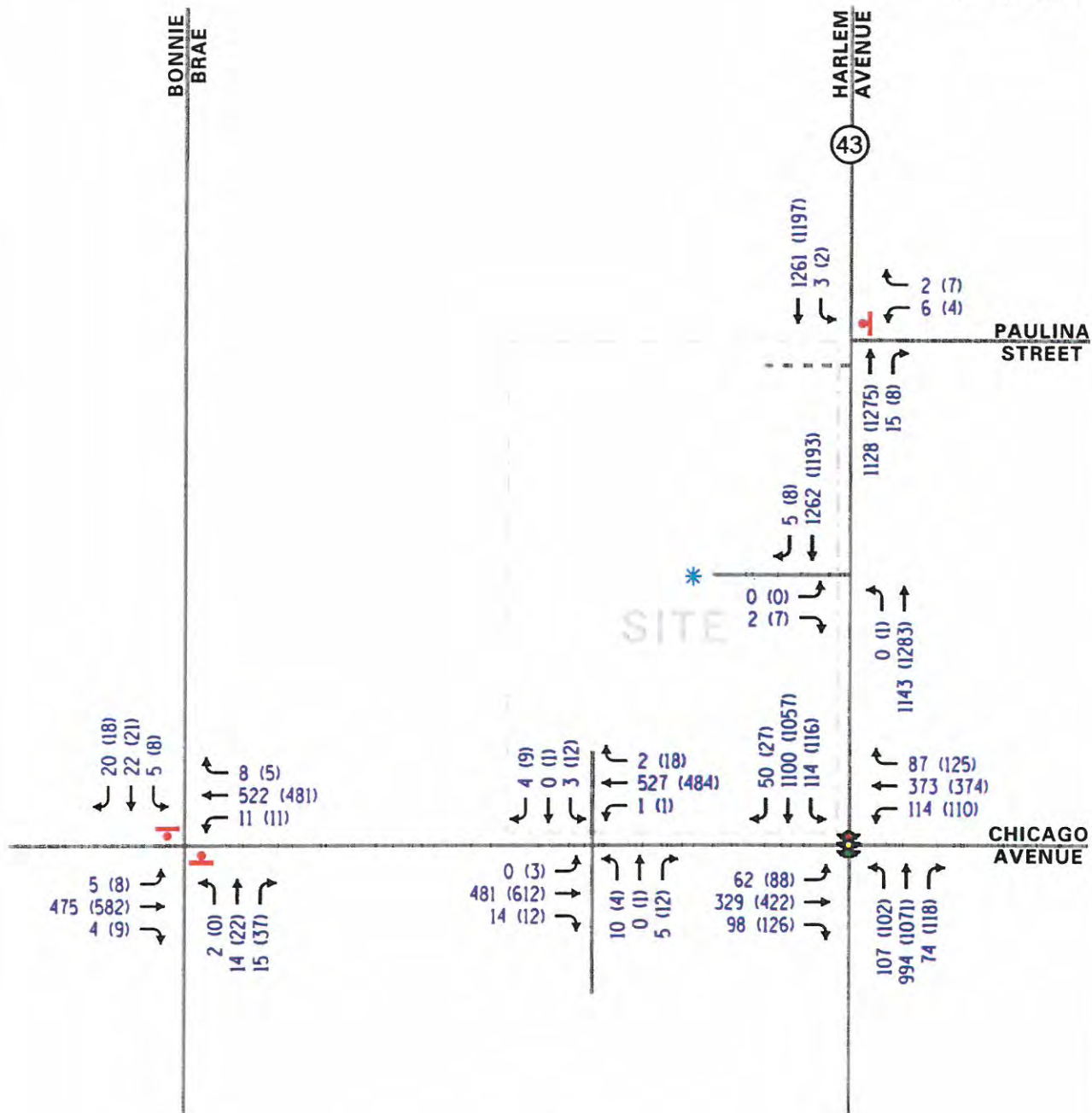
Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period traffic counts utilizing Miovision Scout Video Collection Units on Wednesday, May 9, 2018 during the weekday morning (7:00 A.M. to 9:00 A.M.) and evening (2:30 P.M. to 6:00 P.M.) peak periods at the intersections of Harlem Avenue with Chicago Avenue, Harlem Avenue with Paulina Street, Harlem Avenue with the TCF Access Drives, Chicago Avenue with Bonnie Brae and Chicago Avenue with the Mobil/TCF Access Drives

The 2:30 P.M. to 6:00 P.M. peak period was chosen due to the proximity of the site to Roosevelt Middle School and Oliver Wendell Holmes Elementary School. The results of the traffic counts indicated that the weekday morning peak hour of traffic occurs from 7:30 A.M. to 8:30 A.M. and the weekday evening peak hour of traffic occurs from 4:15 P.M. to 5:15 P.M. **Figure 4** illustrates the existing peak hour traffic volumes and **Figure 5** illustrates the existing peak hour pedestrian and bicycle volumes. Copies of the traffic count summary sheets are included in the Appendix.



NOT TO SCALE



LEGEND

00 - AM PEAK HOUR (7:30-8:30 AM)

(00) - PM PEAK HOUR (4:15-5:15 PM)

* - COMBINED FOR ILLUSTRATIVE PURPOSES

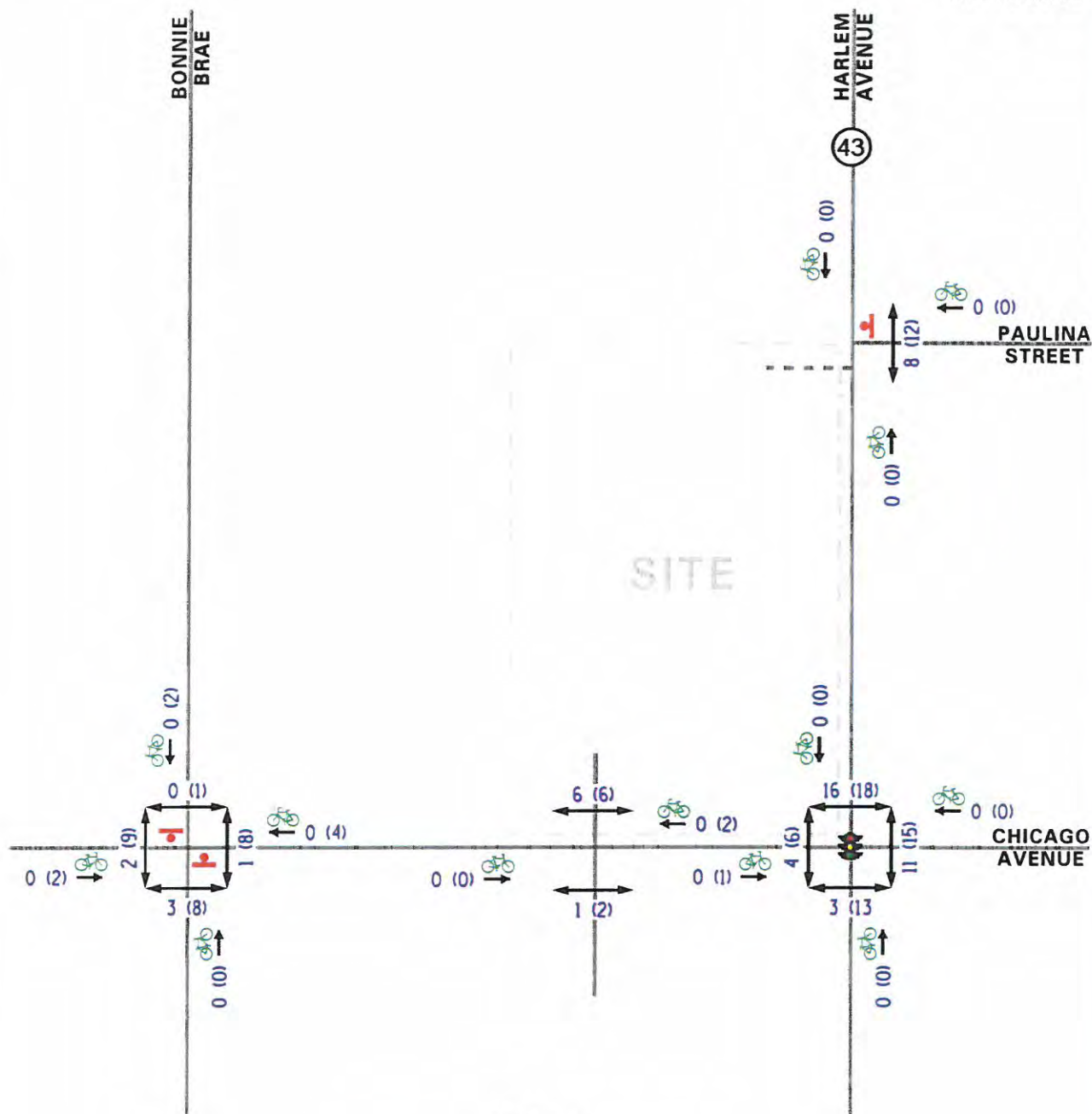
Senior Living Community
River Forest, Illinois

Existing Traffic Volumes

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Job No. 18-085 Figure: 4



NOT TO SCALE



LEGEND

- 00 - AM PEAK HOUR (7:30-8:30 AM)
- (00) - PM PEAK HOUR (4:15-5:15 PM)
- 00 (00) - PEDESTRIAN VOLUME
- 00 (00) → - BICYCLE VOLUME

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River Forest, Illinois

Existing Pedestrian And Bicycle Volumes

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Job No: 18-085 Figure: 5

Crash Analysis

KLOA, Inc. obtained crash data¹ for the most recent available five years (2012 to 2016) for the intersections of Harlem Avenue with Chicago Avenue, Harlem Avenue with Paulina Street and Chicago Avenue with Bonnie Brae. **Tables 1 through 3** summarize the crash data for the intersections. A review of the crash data indicated that no fatalities were reported.

Table 1

HARLEM AVENUE WITH CHICAGO AVENUE – CRASH SUMMARY

Year	Type of Crash Frequency							Total
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	
2012	2	0	0	7	1	5	0	15
2013	2	0	0	4	1	2	0	9
2014	1	1	0	4	2	8	1	17
2015	1	0	1	7	1	4	0	14
2016	<u>1</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>9</u>
Total	7	1	1	26	5	23	1	64
Average	1.4	< 1	< 1	5.2	1	4.6	< 1	12.8

Table 2

HARLEM AVENUE WITH PAULINA STREET – CRASH SUMMARY

Year	Type of Crash Frequency							Total
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	
2012	0	0	0	0	2	1	0	3
2013	0	0	0	1	0	0	0	1
2014	0	0	2	1	0	1	1	5
2015	0	0	0	1	1	0	1	3
2016	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>2</u>
Total	0	0	2	3	3	3	3	14
Average	0	0	< 1	< 1	< 1	< 1	< 1	2.8

Table 3

CHICAGO AVENUE WITH BONNIE BRAE – CRASH SUMMARY

Year	Type of Crash Frequency							Total
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	
2012	3	0	0	0	0	0	0	3
2013	1	0	0	0	0	0	1	2
2014	0	0	1	2	0	0	0	3
2015	2	0	0	0	0	0	0	2
2016	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>
Total	7	0	1	2	0	0	1	11
Average	1.4	0	< 1	< 1	0	0	< 1	2.2

¹ IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s).

Gap Study Results

A gap study was conducted on Wednesday, May 9, 2018 during the weekday morning and weekday evening peak hours along Harlem Avenue at the proposed location of the full movement access drive to determine the availability of gaps or interruptions in the Harlem Avenue traffic stream. Gaps in the southbound direction on Harlem Avenue, which allow traffic to turn left from Harlem Avenue onto the proposed access drive and right from the proposed access drive onto Harlem Avenue and gaps in both directions on Harlem Avenue, which allow traffic to turn left from the proposed access drive onto Harlem Avenue, were surveyed. The critical gap and follow-up gap periods required to turn to and from Harlem Avenue were based on information provided in the *Highway Capacity Manual* (HCM) published by the Transportation Research Board (TRB). **Table 4** summarizes the results of the gap study. As can be seen, the results indicate that numerous gaps are available in the traffic stream to accommodate turning movements.

Table 4

GAP STUDY RESULTS – HARLEM AVENUE

Time Periods	Number of Potential Movements Based on Gaps Available		
	Northbound Left-Turns	Eastbound Right-Turns	Eastbound Left-Turns
Weekday Morning 7:30 - 8:30 A.M.	504	251	132
Weekday Evening 4:15 – 5:15 P.M.	453	238	140

3. Traffic Characteristics of the Proposed Development

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed development, including the directional distribution and volumes of traffic that it will generate.

Proposed Site and Development Plan

As proposed, the site will be developed with a four-story, 125-unit senior living community. The unit mix will consist of 33 memory care units and 92 assisted living units with a total of 136 beds. Access to the proposed development will be provided off Harlem Avenue via a full movement access drive to be located approximately 370 feet north of Chicago Avenue just south of Pauline Street. Access will also be provided off Chicago Avenue via a full movement access drive aligned opposite the Mobil access drive located 190 feet west of Harlem Avenue. It should be noted that the proposed access system will eliminate the two existing access drives serving TCF Bank off Harlem Avenue closest to its intersection with Chicago Avenue and three single family home driveways. Furthermore, the proposed access drives will be located as far north and west on the site as feasible to provide maximum separation from the intersection of Harlem Avenue with Chicago Avenue. A total of 70 parking spaces will be provided. A site plan depicting the proposed development layout and access is included in the Appendix.

Directional Distribution

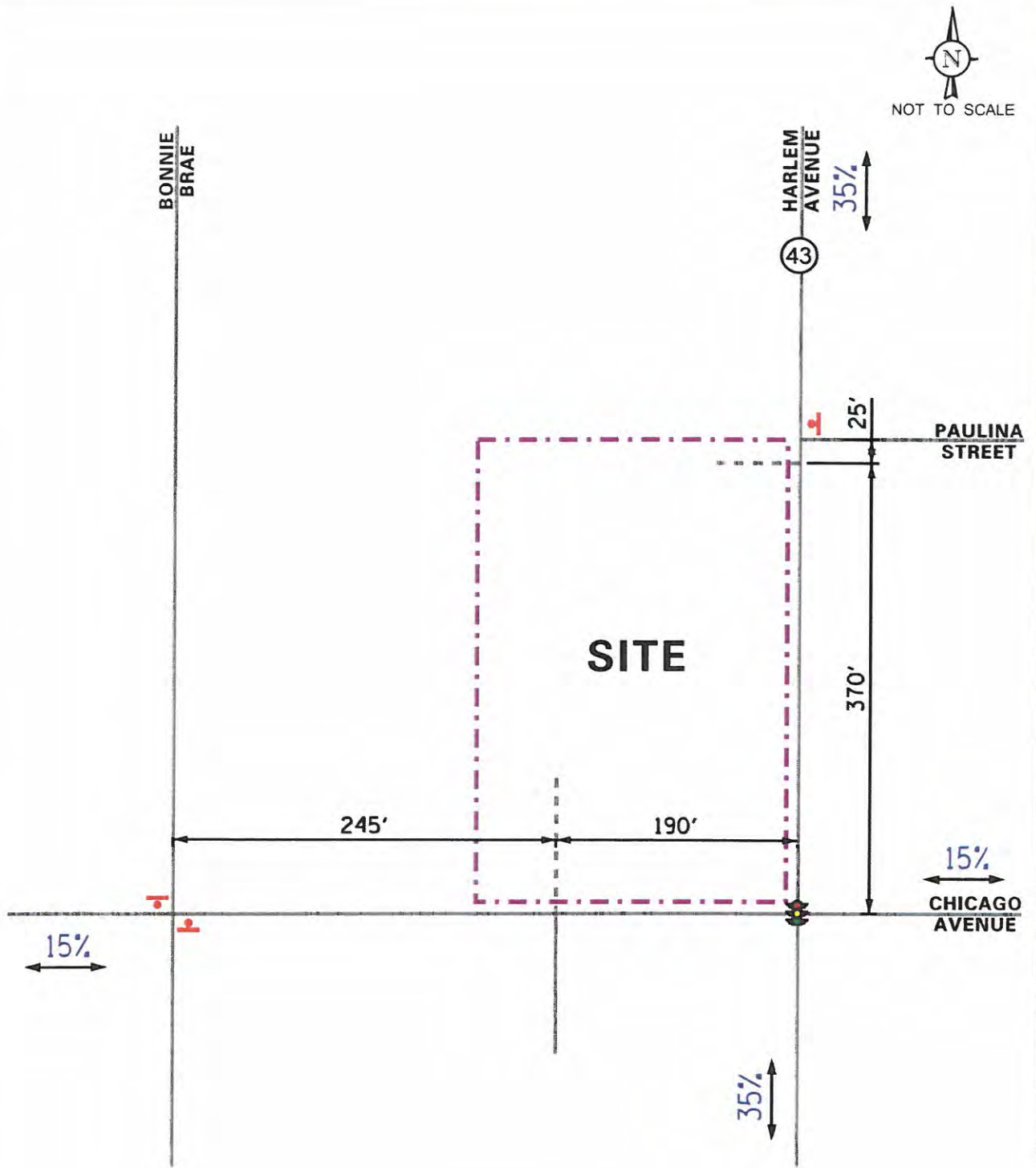
The directions from which employees and visitors of the proposed senior living community will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 6** illustrates the directional distribution of the development-generated traffic.

Estimated Site Traffic Generation

The number of peak hour trips estimated to be generated by the proposed senior living community was based on vehicle trip generation rates contained in *Trip Generation Manual*, 10th Edition, published by the Institute of Transportation Engineers (ITE). The “Assisted Living” (Land-Use Code 254) was used. **Table 5** summarizes the trips projected to be generated by the proposed development.

Table 5
PROJECTED SITE-GENERATED TRAFFIC VOLUMES

ITE Land Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Two-Way Traffic
		In	Out	Total	In	Out	Total	
254	Assisted Living (136 Beds)	16	9	25	14	22	36	352



LEGEND

- 00% - PERCENT DISTRIBUTION
- 00' - DISTANCE IN FEET

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Estimated Directional Distribution

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Trip Generation Comparison

As previously indicated, the site is currently occupied by a TCF Bank which has five drive-through lanes. The number of peak hour vehicle trips generated by the current land use was determined based on the existing traffic counts conducted by KLOA, Inc. and are summarized in **Table 6**. As can be seen from Table 6, the proposed development is projected to generate approximately 40 percent more trips during the weekday morning peak hour and approximately 50 percent less trips during the evening peak hour than the existing bank. It should be noted that while more trips are projected to be generated by the proposed development during the weekday morning peak hour, the TCF Bank does not open until after 9:00 A.M. during which most of the users are drive through ATM users. Additionally, during the critical weekday evening peak hour, in which traffic along the adjacent roadway network is approximately seven percent higher than the weekday morning peak hour, the proposed development is projected to generate 40 percent less trips than the existing TCF Bank.

Table 6

PREVIOUS LAND-USE SITE-GENERATED TRAFFIC VOLUMES

Land Use	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
	In	Out	Total	In	Out	Total
TCF Bank	7	9	16	31	29	60
Proposed Development	<u>16</u>	<u>9</u>	<u>25</u>	<u>14</u>	<u>22</u>	<u>36</u>
Difference¹	+9	+0	+9	-17	-7	-24
1-As compared with the estimated proposed development-generated traffic volumes						

4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to growth, and the traffic estimated to be generated by the proposed subject development.

Development Traffic Assignment

The estimated weekday morning and weekday evening peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 6). **Figure 7** illustrates the traffic assignment of the trips projected to be generated by the proposed development.

Background (No-Build) Traffic Conditions

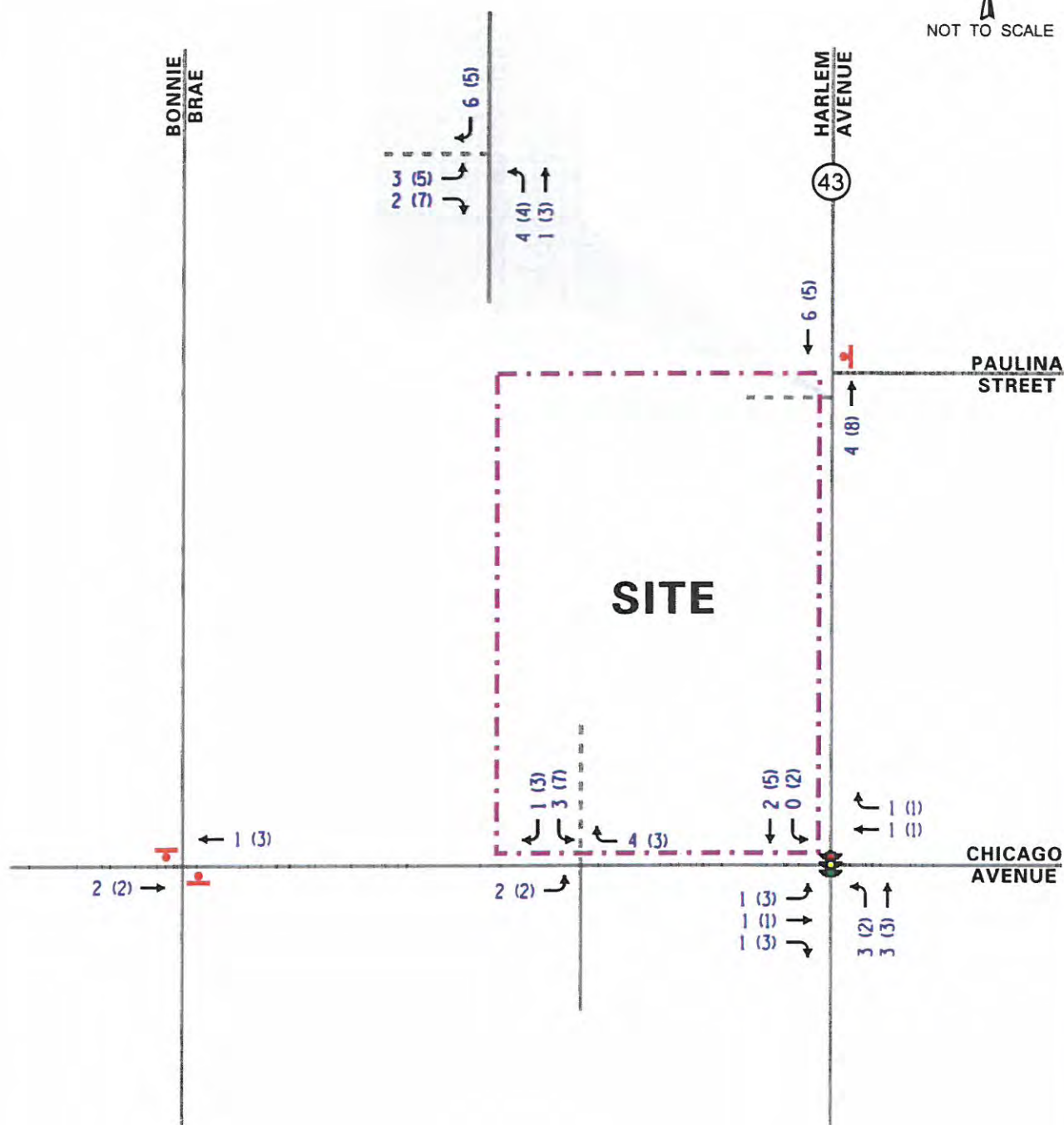
The existing traffic volumes (Figure 4) were increased regional growth factors to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on ADT projections provided by the Chicago Metropolitan Agency for Planning (CMAP) in a letter dated May 22, 2018, the traffic volumes along Harlem Avenue and Chicago Avenue were increased by one percent total over six years (buildout year plus five years) to project Year 2024 conditions. A copy of the CMAP 2040 projections letter is included in the Appendix. Additionally, the traffic currently generated by the TCF Bank was removed from the existing roadway network. A figure showing the reassignment of the existing traffic volumes is included in the Appendix.

Total Projected Traffic Volumes

The development-generated traffic (Figure 6) was added to the existing traffic volumes increased by a regional growth factor to determine the Year 2024 total projected traffic volumes as illustrated in **Figure 8**.



NOT TO SCALE



LEGEND

- 00 - AM PEAK HOUR (7:30-8:30 AM)
- (00) - PM PEAK HOUR (4:15-5:15 PM)

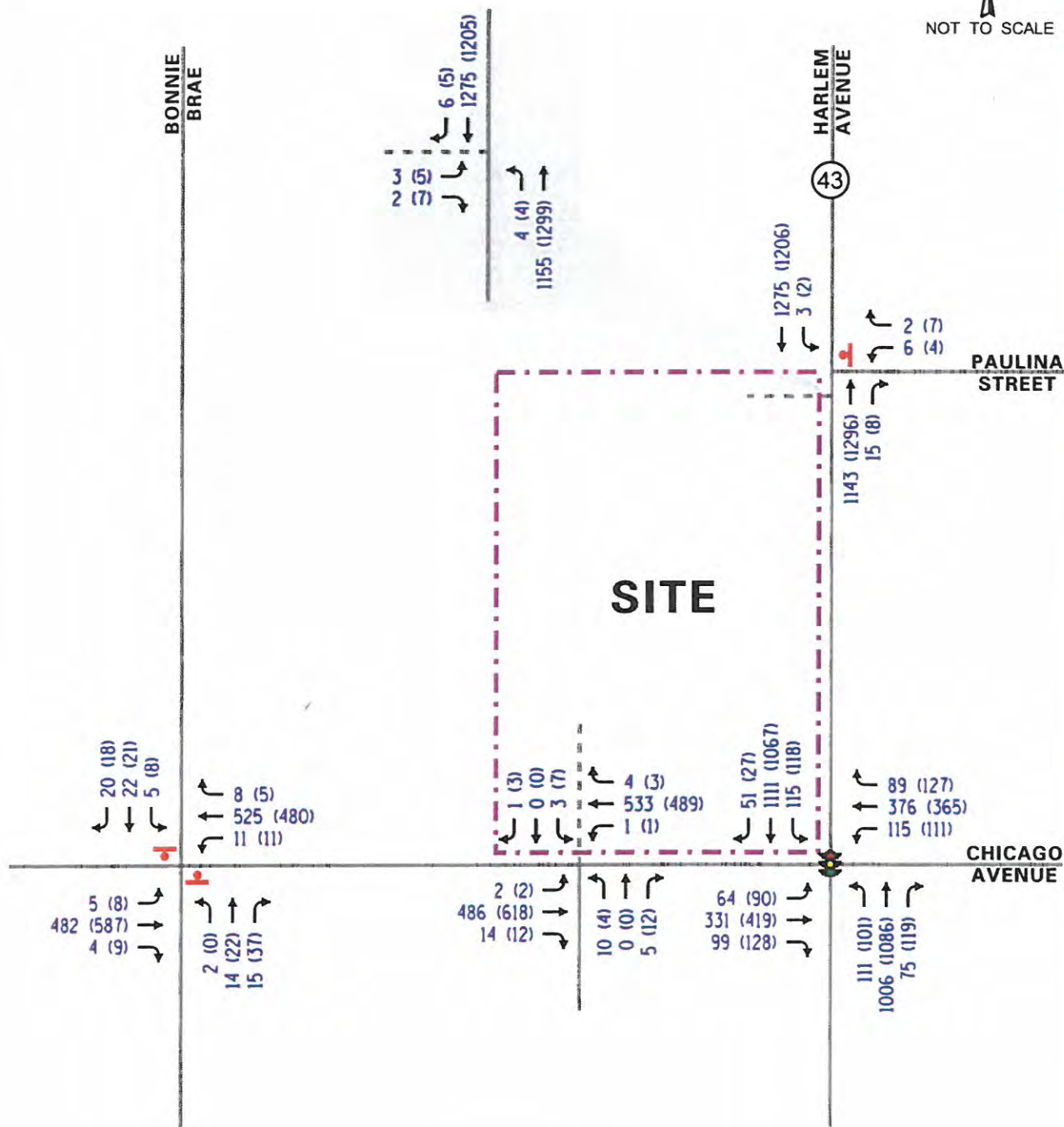
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River Forest, Illinois

Estimated Site-Generated Traffic Volumes

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Job No. 18-085 Figure: 7



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River Forest, Illinois

Year 2024 Total Projected Traffic Volumes

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5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning and weekday evening peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and whether any roadway improvements or modifications are required.

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and weekday evening peak hours for the existing (Year 2018) and Year 2024 total projected traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 2010 and analyzed using the Synchro/SimTraffic 9 software. The analysis for the traffic-signal controlled intersections were accomplished using actual cycle lengths and phasings to determine the average overall vehicle delay and levels of service. Synchro/SimTraffic 9 software was utilized to accurately represent the operation of the existing and proposed unsignalized intersections due to their proximity to the signalized intersection of Harlem Avenue with Chicago Avenue.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix of this report.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing and Year 2024 total projected conditions are presented in **Tables 7 through 9**. A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 7

CAPACITY ANALYSIS RESULTS – HARLEM AVENUE WITH CHICAGO AVENUE – SIGNALIZED

Peak Hour	Eastbound			Westbound			Northbound			Southbound			Overall
	L	T	R	L	T	R	L	T	R	L	T	R	
Weekday Morning Peak Hour	C	E	C	D	E	C	C		C	B		C	D – 38.0
	32.7	65.1	30.6	38.3	75.4	28.9	20.5		29.7	18.6		30.9	
	D – 54.1			E – 61.0			C – 28.8			C – 29.8			
Weekday Evening Peak Hour	C	E	C	C	E	C	B		D	C		C	D – 38.7
	28.4	62.5	27.1	34.7	59.7	26.5	19.3		35.7	25.3		32.6	
	D – 50.8			D – 48.4			C – 34.4			C – 31.9			
Weekday Morning Peak Hour	C	E	C	D	E	C	C		C	B		C	D – 38.4
	33.2	64.9	30.6	38.3	76.1	29.0	23.0		30.1	19.2		31.5	
	D – 53.9			E – 61.4			C – 29.5			C – 30.4			
Weekday Evening Peak Hour	C	E	C	C	E	C	B		D	C		C	D – 38.6
	28.4	62.3	27.2	34.8	58.1	26.6	19.4		36.1	26.8		32.7	
	D – 50.5			D – 47.2			C – 34.8			C – 32.1			
Letter denotes Level of Service Delay is measured in seconds.													
L – Left-Turns T – Through						R – Right-Turns							

Table 8
CAPACITY ANALYSIS RESULTS
EXISTING CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Harlem Avenue with Paulina Street				
• Westbound Approach	F	72.9	E	37.8
• Southbound Left Turn	B	11.8	B	12.0
Harlem with TCF Access Drive				
• Eastbound Approach	B	14.2	B	13.8
• Northbound Left Turn	--	--	B	11.7
Chicago Avenue with Bonnie Brae				
• Northbound Approach	C	20.0	C	20.1
• Southbound Approach	C	21.4	D	25.9
• Eastbound Left Turn	A	8.6	A	8.5
• Westbound Left Turn	A	8.4	A	8.8
Chicago Avenue with Mobile/TCF Access Drives				
• Northbound Approach	C	20.5	C	17.7
• Southbound Approach	C	17.3	C	23.1
• Eastbound Left Turn	--	--	A	8.5
• Westbound Left Turn	A	8.4	A	8.9
LOS = Level of Service Delay is measured in seconds				

Table 9
CAPACITY ANALYSIS RESULTS
YEAR 2024 PROJECTED CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Harlem Avenue with Paulina Street/Proposed Access Drive				
• Eastbound Approach	F	101.2	F	57.4
• Westbound Approach	F	123.8	F	56.6
• Northbound Left Turn	B	13.0	B	11.6
• Southbound Left Turn	B	11.9	B	12.1
Chicago Avenue with Bonnie Brae				
• Northbound Approach	C	20.2	C	20.2
• Southbound Approach	C	21.7	D	26.1
• Eastbound Left Turn	A	8.6	A	8.5
• Westbound Left Turn	A	8.5	A	8.8
Chicago Avenue with Mobile/Proposed Access Drives				
• Northbound Approach	C	20.9	C	17.0
• Southbound Approach	C	21.6	C	24.1
• Eastbound Left Turn	A	8.6	A	8.4
• Westbound Left Turn	A	8.4	A	8.9
LOS = Level of Service Delay is measured in seconds				

Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identifies any roadway and traffic control improvements necessary to accommodate the development-generated traffic.

Harlem Avenue with Chicago Avenue

The results of the capacity analysis indicate that overall this intersection currently operates at level of service (LOS) D during the weekday morning and weekday evening peak hours. Under Year 2024 conditions, this intersection is projected to continue operating at LOS D during the peak hours with increases in delay of less than one second. Furthermore, all of the approaches are projected to continue operating at existing levels of service during the peak hours with increases in delay of less than one second.

The 95th percentile queues for the southbound approach are projected to be approximately 500 feet during the weekday morning peak hour and 550 feet during the weekday evening peak hour which is an increase of less than one vehicle length over existing conditions and will continue to extend beyond Paulina Street. The 95th percentile queues for the eastbound approach are projected to be approximately 450 feet during both peak hours which is an increase of less than one vehicle length over existing conditions and will continue to extend beyond Bonnie Brae. However, similar to existing conditions, these queues are projected to continue to generally clear the access drives during each green phase.

As such, the traffic projected to be generated by the proposed development will have a limited impact on the operations of this intersection and no roadway improvements or signal modifications will be required.

Harlem Avenue with Paulina Street/Proposed Access Drive

As previously indicated, the proposed full movement access drive will be located as far north on the site as possible and as such will be located just south of Paulina Street with minimal offset. In addition, two existing access drives on Harlem Avenue serving TCF Bank will be eliminated as well as the three access drives serving the single-family homes.

The results of the capacity analysis indicate that the westbound approach currently operates at LOS F during the weekday morning peak hour and at LOS E during the weekday evening peak hour. Under Year 2024 conditions, the westbound approach is projected to operate LOS F during both peak hours. It should be noted that, this level of service is expected for minor roadway such as Paulina Street that has an unsignalized intersection with major roadways such as Harlem Avenue. Furthermore, southbound left-turn movements from Harlem Avenue onto Paulina Street are projected to continue operating at LOS B during the peak hours with increases in delay of less than one second and 95th percentile queues of one to two vehicles.

Capacity analysis further indicates that the eastbound approach (outbound movements from the proposed access drive onto Harlem Avenue) is projected to operate at LOS F during the weekday morning and weekday evening peak hours with 95th percentile queues of one to two vehicles. However, this level of service is expected for an access driveway that has an unsignalized

intersection with a major roadway such as Harlem Avenue. Furthermore, northbound left-turn movements from Harlem Avenue onto the access drive are projected to operate at LOS B during both peak hours with 95th percentile queues of one to two vehicles. It should be noted that the access drives to TCF Bank allow full movements and while currently the counts do not show outbound left turns, this is primarily due to the drive-through orientation which results in the traffic exiting onto Chicago Avenue.

The projected left turning movements in and out of the proposed development will be adequately accommodated by the proposed access drive on Harlem Avenue and will operate with expected delays and limited queueing. Additionally, as seen in the following section, adequate gaps exist in the Harlem Avenue traffic stream to accommodate turning movements to and from the proposed access drive.

As such, the proposed full movement access drive off Harlem Avenue will be adequate in accommodating the traffic projected to be generated by the proposed development and will ensure efficient and flexible access will be provided and traffic projected to be generated by the proposed development will have a limited impact on the existing operations of this intersection and no roadway improvements or signal modifications will be required.

Chicago Avenue with Bonnie Brae

The results of the capacity analysis indicate that the northbound approach currently operates at LOS C during the weekday morning and weekday evening peak hours and the southbound approach currently operates at LOS C during the weekday morning peak hour and at LOS D during the weekday evening peak hour. Under Year 2024 conditions, the northbound and southbound approaches are projected to continue operating at existing levels of service during the peak hours with increases in delay of less than one second. Additionally, eastbound and westbound left-turn movements from Chicago Avenue onto Bonnie Brae are projected to continue operating at LOS A during the peak hours with increases in delay of less than one second and 95th percentile queues of one to two vehicles. As such, the traffic projected to be generated by the proposed development will have a limited impact on the operations of this intersection and no roadway or traffic control improvements will be required.

Chicago Avenue with Mobil/Proposed Access Drives

The results of the capacity analysis indicate that outbound movements from the Mobil access drive onto Chicago Avenue currently operate at LOS C during the weekday morning and weekday evening peak hours. Under Year 2024 conditions, outbound movements from the Mobil access drive onto Chicago Avenue are projected to continue operating at LOS C during the peak hours with increases in delay of less than one second. Outbound movements from the proposed access drive onto Chicago Avenue are projected to operate at LOS C during both peak hours with 95th percentile queues of one to two vehicles. Additionally, eastbound and westbound left-turn movements from Chicago Avenue onto the access drives are projected to operate at LOS A during both peak hours with 95th percentile queues of one to two vehicles. As such, the proposed development generated traffic and proposed access system will have a limited impact on the operations of the Mobile gas station access drive. Furthermore, the proposed access drive is projected to operate similarly to the existing access drive serving TCF Bank and will ensure efficient and flexible access is provided.

Gap Study Evaluation

Table 10 shows the number of available gaps compared to the number of required gaps that are needed to accommodate the projected traffic turning between Harlem Avenue and the proposed full movement access drive. As shown in Table 10, there are more than sufficient gaps in traffic to accommodate the northbound left turns from Harlem Avenue onto the access drive, eastbound right turns onto Harlem Avenue, and the eastbound left turns onto Harlem Avenue during both the weekday morning and weekday evening peak hours of adjacent roadway traffic. This indicated that the intersection of Harlem Avenue with the proposed access drive will operate adequately.

Table 10

REQUIRED GAPS AT INTERSECTION OF HARLEM AVENUE WITH ACCESS DRIVE

Maneuver	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	Available Gaps	Required Gaps	Available Gaps	Required Gaps
Northbound Left Turns	504	4	453	4
Eastbound Right Turns	251	2	238	7
Eastbound Left Turns	132	3	140	5

6. Conclusion

Based on the preceding analyses and recommendations, the following conclusions have been made:

- The proposed development is projected to generate a limited number of trips which will be 50 percent less trips than the existing TCF Bank during the critical weekday evening peak hour.
- The results of the capacity analysis show that the traffic projected to be generated by the proposed development will have a limited impact on the roadway network and adjacent intersections and no roadway improvements or signal modifications will be required.
- The proposed access system will result in the elimination of the two access drives on Harlem Avenue that serve the TCF Bank as well as the two single family home driveways.
- The proposed access system with full movement access drives on Harlem Avenue and Chicago Avenue will be adequate in accommodating the traffic projected to be generated by the proposed development and will provide efficient and flexible access.
- Adequate gaps exist in the Harlem Avenue traffic stream to accommodate the projected left and/or right turning movements from proposed full movement access drive.

Appendix

Traffic Count Summary Sheets

Site Plan

CMAP 2040 Projections Letter

Reassignment of TCF Bank Traffic Volumes

Level of Service Criteria

Capacity Analysis Summary Sheets

Traffic Count Summary Sheets



Kenlg Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018

(847)518-9990

Count Name: Chicago/Harlem
Site Code:
Start Date: 05/09/2018
Page No: 1

Turning Movement Data

Start Time	Chicago Avenue Eastbound						Chicago Avenue Westbound						Harlem Avenue Northbound						Harlem Avenue Southbound					
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total					
7:00 AM	0	14	104	15	2	133	0	28	71	28	6	127	0	16	211	17	2	244	756					
7:15 AM	0	12	91	20	2	123	0	28	65	13	0	106	0	25	229	12	0	266	755					
7:30 AM	0	10	87	24	3	121	0	36	90	21	1	147	0	24	230	18	0	272	836					
7:45 AM	0	9	71	19	0	99	0	22	95	21	0	138	0	35	224	15	0	274	792					
Hourly Total	0	45	353	78	7	476	0	114	321	83	7	518	0	100	894	62	2	1056	3139					
8:00 AM	0	27	80	33	0	140	0	34	82	21	2	137	0	25	276	19	1	320	942					
8:15 AM	0	16	91	22	1	129	0	22	96	24	8	142	0	23	249	22	2	294	881					
8:30 AM	0	7	76	25	1	108	0	23	78	25	1	126	0	24	258	17	0	299	806					
8:45 AM	0	13	67	19	4	99	0	24	59	24	1	107	0	13	201	29	1	243	723					
Hourly Total	0	63	314	99	6	476	0	103	315	94	12	512	0	85	984	87	4	1156	3352					
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
2:30 PM	0	11	71	24	9	106	0	31	75	24	3	130	0	12	223	23	3	258	770					
2:45 PM	0	17	88	20	2	125	0	27	72	27	0	126	0	13	247	35	1	295	815					
Hourly Total	0	28	159	44	11	231	0	58	147	51	3	256	0	25	470	58	4	553	1585					
3:00 PM	0	17	100	20	0	137	0	25	74	19	0	118	0	21	233	36	1	290	824					
3:15 PM	0	18	100	22	0	140	0	28	98	26	4	152	0	27	243	18	2	288	859					
3:30 PM	0	29	103	39	0	171	0	35	80	30	4	145	0	25	253	17	10	295	900					
3:45 PM	0	27	99	26	3	152	0	24	92	40	1	156	0	16	255	18	1	289	881					
Hourly Total	0	91	402	107	3	600	0	112	344	115	9	571	0	89	984	89	14	1162	3464					
4:00 PM	0	20	107	27	0	154	0	34	87	32	1	153	0	26	248	27	1	301	884					
4:15 PM	0	16	105	16	2	137	0	25	91	26	2	142	0	24	278	27	5	329	911					
4:30 PM	0	17	98	36	2	151	0	28	86	28	5	142	0	19	255	33	1	307	921					
4:45 PM	0	35	113	32	2	180	0	26	94	32	5	152	0	27	266	30	2	323	946					
Hourly Total	0	88	423	111	6	622	0	113	358	118	13	589	0	96	1047	117	9	1260	3662					
5:00 PM	0	20	106	42	0	168	0	31	97	39	3	167	0	32	263	28	5	323	942					
5:15 PM	0	21	103	25	0	149	0	32	91	20	8	143	0	38	227	36	3	301	822					
5:30 PM	0	15	106	10	0	131	0	21	99	27	1	147	0	25	273	24	2	322	884					
5:45 PM	0	24	105	39	0	168	0	32	88	26	2	146	0	29	273	24	1	326	948					
Hourly Total	0	80	420	116	0	616	0	116	375	112	14	603	0	124	1036	112	11	1272	3596					
Grand Total	0	395	2071	555	33	3021	0	616	1860	573	58	3049	0	519	5415	525	44	6459	18798					
Approach %	0.0	13.1	68.6	18.4	-	-	0.0	20.2	61.0	18.8	-	-	0.0	8.0	83.8	8.1	-	-	-					
Total %	0.0	2.1	11.0	3.0	-	16.1	0.0	3.3	9.9	3.0	-	16.2	0.0	2.8	28.8	2.8	-	34.4	33.3					
Lights	0	389	2032	546	-	2967	0	605	1838	565	-	3008	0	511	5179	511	-	6201	18184					
% Lights	-	98.5	98.1	98.4	-	98.2	-	98.2	98.8	98.6	-	98.7	-	98.5	95.6	97.3	-	96.0	95.8					
Buses	0	2	14	3	-	19	0	4	13	1	-	18	0	1	70	3	-	74	187					
% Buses	-	0.5	0.7	0.5	-	0.6	-	0.6	0.7	0.2	-	0.6	-	0.2	1.3	0.6	-	1.1	1.2					
Single-Unit Trucks	0	4	15	5	-	24	0	5	7	6	-	18	0	6	105	10	-	121	263					

% Single-Unit Trucks	-	1.0	0.7	0.9	-	0.8	-	0.8	0.4	1.0	-	0.6	-	1.2	1.9	1.9	-	1.9	-	1.1	1.7	1.0	1.6	1.4
Articulated Trucks	0	0	3	1	-	4	0	2	0	1	-	3	0	1	61	1	-	63	0	2	82	1	85	155
% Articulated Trucks	-	0.0	0.1	0.2	-	0.1	-	0.3	0.0	0.2	-	0.1	-	0.2	1.1	0.2	-	1.0	-	0.4	1.5	0.5	1.4	0.8
Bicycles on Road	0	0	7	0	-	7	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	0	9
% Bicycles on Road	-	0.0	0.3	0.0	-	0.2	-	0.0	0.1	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	0.0	0.0
Pedestrians	-	-	-	-	33	-	-	-	-	-	5d	-	-	-	-	-	44	-	-	-	-	82	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Chicago/Harlem
Site Code:
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Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Chicago Avenue Eastbound						Chicago Avenue Westbound						Harlem Avenue Northbound						Harlem Avenue Southbound					
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total
7:30 AM	0	10	87	24	3	121	0	36	90	21	1	147	0	24	230	18	0	272	0	20	264	12	1	298
7:45 AM	0	9	71	19	0	99	0	22	95	21	0	138	0	35	224	15	0	274	0	28	240	13	1	281
8:00 AM	0	27	80	33	0	140	0	34	82	21	2	137	0	25	276	19	1	320	0	33	298	14	1	345
8:15 AM	0	16	91	22	1	129	0	22	96	24	8	142	0	23	249	22	2	294	0	33	272	11	1	316
Total	0	62	329	98	4	489	0	114	363	87	11	564	0	107	979	74	3	1160	0	114	1074	50	15	1238
Approach %	0.0	12.7	67.3	20.0	-	-	0.0	20.2	64.4	15.4	-	-	0.0	9.2	84.4	6.4	-	-	0.0	9.2	86.8	4.0	-	-
Total %	0.0	1.8	9.5	2.8	-	14.2	0.0	3.3	10.5	2.5	-	16.3	0.0	3.1	28.4	2.1	-	33.6	0.0	3.3	31.1	1.4	-	35.9
PHF	0.0000	0.574	0.904	0.742	-	0.873	0.0000	0.792	0.945	0.906	-	0.959	0.0000	0.764	0.887	0.841	-	0.906	0.0000	0.864	0.901	0.893	-	0.897
Lights	0	61	320	97	-	478	0	113	359	87	-	559	0	108	923	69	-	1098	0	111	1026	50	-	1187
% Lights	-	98.4	97.3	99.0	-	97.8	-	99.1	98.9	100.0	-	99.1	-	99.1	94.3	93.2	-	94.7	-	97.4	95.5	100.0	-	95.9
Buses	0	0	1	1	-	2	0	1	2	0	-	3	0	0	11	0	-	11	0	0	16	0	-	16
% Buses	-	0.0	0.3	1.0	-	0.4	-	0.9	0.6	0.0	-	0.5	-	0.0	1.1	0.0	-	0.9	-	0.0	1.5	0.0	-	1.3
Single-Unit Trucks	0	1	8	0	-	9	0	0	2	0	-	2	0	1	30	4	-	35	0	1	18	0	-	19
% Single-Unit Trucks	-	1.6	2.4	0.0	-	1.8	-	0.0	0.6	0.0	-	0.4	-	0.9	3.1	5.4	-	3.0	-	0.9	1.7	0.0	-	1.5
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	15	1	-	16	0	2	14	0	-	16
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	1.5	1.4	-	1.4	-	1.8	1.3	0.0	-	1.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0
Pedestrians	-	-	-	-	4	-	-	-	-	-	11	-	-	-	-	-	3	-	-	-	-	-	16	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Chicago/Harlem
Site Code:
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Turning Movement Peak Hour Data (4:15 PM)

Start Time	Chicago Avenue Eastbound						Chicago Avenue Westbound						Harlem Avenue Northbound						Harlem Avenue Southbound					
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total
4:15 PM	0	16	105	16	2	137	0	25	91	26	2	142	0	24	278	27	5	329	0	30	265	8	5	303
4:30 PM	0	17	98	36	2	151	0	28	86	28	5	142	0	19	255	33	1	307	0	30	283	8	3	321
4:45 PM	0	35	113	32	2	180	0	26	94	32	5	152	0	27	266	30	2	323	0	29	256	6	10	291
5:00 PM	0	20	106	42	0	168	0	31	97	39	3	167	0	32	263	28	5	323	0	27	252	5	0	284
Total	0	88	422	126	6	636	0	110	368	125	15	603	0	102	1062	118	13	1282	0	116	1056	27	16	1199
Approach %	0.0	13.8	66.4	19.8	-	-	0.0	18.2	61.0	20.7	-	-	0.0	8.0	82.8	9.2	-	-	0.0	9.7	88.1	2.3	-	-
Total %	0.0	2.4	11.3	3.4	-	17.1	0.0	3.0	9.9	3.4	-	16.2	0.0	2.7	28.5	3.2	-	34.5	0.0	3.1	28.4	0.7	-	32.2
PHF	0.000	0.629	0.934	0.750	-	0.883	0.000	0.887	0.948	0.801	-	0.903	0.000	0.797	0.955	0.894	-	0.974	0.000	0.967	0.933	0.844	-	0.934
Lights	0	88	414	123	-	625	0	109	366	124	-	599	0	102	1027	118	-	1247	0	116	1014	26	-	1156
% Lights	-	100.0	98.1	97.6	-	98.3	-	99.1	99.5	99.2	-	99.3	-	100.0	96.7	100.0	-	97.3	-	100.0	96.0	96.3	-	96.4
Buses	0	0	4	1	-	5	0	1	1	0	-	2	0	0	12	0	-	12	0	0	13	0	-	13
% Buses	-	0.0	0.9	0.8	-	0.8	-	0.9	0.3	0.0	-	0.3	-	0.0	1.1	0.0	-	0.9	-	0.0	1.2	0.0	-	1.1
Single-Unit Trucks	0	0	3	2	-	5	0	0	1	1	-	2	0	0	19	0	-	19	0	0	15	1	-	16
% Single-Unit Trucks	-	0.0	0.7	1.6	-	0.8	-	0.0	0.3	0.8	-	0.3	-	0.0	1.8	0.0	-	1.5	-	0.0	1.4	3.7	-	1.3
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	4	0	-	4	0	0	14	0	-	14
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.4	0.0	-	0.3	-	0.0	1.3	0.0	-	1.2
Bicycles on Road	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	-	0.0	0.2	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0
Pedestrians	-	-	-	-	6	-	-	-	-	-	15	-	-	-	-	-	-	13	-	-	-	-	16	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Harlem/Paulina
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Turning Movement Data

Start Time	Paulina Street Westbound					Harlem Avenue Northbound					Harlem Avenue Southbound				
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total
7:00 AM	0	0	0	3	0	0	254	0	0	254	0	1	253	1	254
7:15 AM	0	3	1	0	4	0	251	1	0	252	0	0	274	0	274
7:30 AM	0	0	1	4	1	0	263	2	0	265	0	1	300	0	301
7:45 AM	0	2	1	0	3	0	251	6	0	257	0	0	273	0	273
Hourly Total	0	5	3	7	8	0	1019	9	0	1028	0	2	1100	1	1102
8:00 AM	0	4	0	2	4	0	320	5	0	325	0	0	369	0	369
8:15 AM	0	0	0	2	0	0	293	2	0	295	0	2	319	0	321
8:30 AM	0	0	1	1	1	0	283	3	0	286	0	0	279	0	279
8:45 AM	0	1	2	0	3	0	239	1	0	240	0	1	277	0	278
Hourly Total	0	5	3	5	8	0	1135	11	0	1146	0	3	1244	0	1247
*** BREAK ***															
2:30 PM	0	0	1	0	1	0	261	2	0	263	0	0	290	0	290
2:45 PM	0	0	1	4	1	0	287	1	0	288	0	1	279	0	280
Hourly Total	0	0	2	4	2	0	548	3	0	551	0	1	569	0	570
3:00 PM	0	0	0	1	0	0	270	1	0	271	0	0	298	0	298
3:15 PM	0	3	3	1	6	0	297	1	0	298	0	0	288	0	288
3:30 PM	0	2	4	4	6	0	311	5	0	316	0	0	295	0	295
3:45 PM	0	1	0	0	1	0	318	3	0	321	0	0	265	0	265
Hourly Total	0	6	7	6	13	0	1196	10	0	1206	0	0	1146	0	1146
4:00 PM	0	2	0	1	2	0	306	1	0	307	0	0	263	0	263
4:15 PM	0	3	1	4	4	0	325	2	0	327	0	0	284	0	284
4:30 PM	0	0	2	4	2	0	295	2	0	297	0	0	323	0	323
4:45 PM	0	0	3	4	3	0	331	4	0	335	0	1	310	0	311
Hourly Total	0	5	6	13	11	0	1257	9	0	1266	0	1	1180	0	1181
5:00 PM	0	1	1	0	2	0	324	0	0	324	0	1	280	0	281
5:15 PM	0	1	4	1	5	0	263	1	0	264	0	2	237	0	239
5:30 PM	0	1	0	1	1	0	315	2	0	317	0	1	276	1	277
5:45 PM	0	1	1	1	2	0	327	2	0	329	0	0	293	0	293
Hourly Total	0	4	6	3	10	0	1229	5	0	1234	0	4	1086	1	1090
Grand Total	0	25	27	38	52	0	6384	47	0	6431	0	11	6325	2	6336
Approach %	0.0	48.1	51.9	-	-	0.0	99.3	0.7	-	-	0.0	0.2	99.8	-	-
Total %	0.0	0.2	0.2	-	0.4	0.0	49.8	0.4	-	50.2	0.0	0.1	49.3	-	49.4
Lights	0	25	26	-	51	0	6134	47	-	6181	0	11	6058	-	6069
% Lights	-	100.0	96.3	-	98.1	-	96.1	100.0	-	96.1	-	100.0	95.8	-	95.8
Buses	0	0	0	-	0	0	75	0	-	75	0	0	76	-	76
% Buses	-	0.0	0.0	-	0.0	-	1.2	0.0	-	1.2	-	0.0	1.2	-	1.2
Single-Unit Trucks	0	0	1	-	1	0	106	0	-	106	0	0	109	-	109

	3.7	1.9	-	1.7	0.0	1.6	-	1.7	0.0	1.7	-	0.0	1.7	1.7
% Single-Unit Trucks	-	0.0	3.7	-	1.9	-	-	-	-	-	-	-	-	-
Articulated Trucks	0	0	0	0	0	0	69	0	0	81	-	0	81	150
% Articulated Trucks	-	0.0	0.0	-	0.0	-	1.1	-	0.0	1.3	-	0.0	1.3	1.2
Bicycles on Road	0	0	0	0	0	0	0	0	0	1	-	0	1	1
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	0.0
Pedestrians	-	-	-	26	-	0	-	-	-	-	2	-	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-



**Rosemont, Illinois, United States 60018
(847)518-9990**

Count Name: Harlem/Paulina
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Turning Movement Peak Hour Data (7:30 AM)

Start Time	Paulina Street Westbound						Harlem Avenue Northbound						Harlem Avenue Southbound					
	U-Turn	Left	Right	Peds	App. Total		U-Turn	Thru	Right	Peds	App. Total		U-Turn	Left	Thru	Peds	App. Total	Int. Total
7:30 AM	0	0	1	-	1		0	283	2	0	285		0	1	300	0	301	567
7:45 AM	0	2	1	0	3		0	251	6	0	257		0	0	273	0	273	533
8:00 AM	0	4	0	2	4		0	320	5	0	325		0	0	369	0	369	698
8:15 AM	0	0	0	2	0		0	293	2	0	295		0	2	319	0	321	616
Total	0	6	2	8	8		0	1127	15	0	1142		0	3	1261	0	1264	2414
Approach %	0.0	75.0	25.0	-	-		0.0	98.7	1.3	-	-		0.0	0.2	99.8	-	-	-
Total %	0.0	0.2	0.1	-	0.3		0.0	46.7	0.6	-	47.3		0.0	0.1	52.2	-	52.4	-
PHF	0.000	0.375	0.500	-	0.500		0.000	0.880	0.625	-	0.878		0.000	0.375	0.854	-	0.856	0.865
Lights	0	6	2	-	8		0	1066	15	-	1081		0	3	1206	-	1209	2298
% Lights	-	100.0	100.0	-	100.0		-	94.6	100.0	-	94.7		-	100.0	95.6	-	95.6	95.2
Buses	0	0	0	-	0		0	13	0	-	13		0	0	13	-	13	26
% Buses	-	0.0	0.0	-	0.0		-	1.2	0.0	-	1.1		-	0.0	1.0	-	1.0	1.1
Single-Unit Trucks	0	0	0	-	0		0	31	0	-	31		0	0	24	-	24	55
% Single-Unit Trucks	-	0.0	0.0	-	0.0		-	2.8	0.0	-	2.7		-	0.0	1.9	-	1.9	2.3
Articulated Trucks	0	0	0	-	0		0	17	0	-	17		0	0	18	-	18	35
% Articulated Trucks	-	0.0	0.0	-	0.0		-	1.5	0.0	-	1.5		-	0.0	1.4	-	1.4	1.4
Bicycles on Road	0	0	0	-	0		0	0	0	-	0		0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0		-	0.0	0.0	-	0.0		-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	8	-		-	-	-	0	-		-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-		-	-	-	-	-		-	-	-	-	-	-



Count Name: Harlem/Paulina
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**Rosemont, Illinois, United States 60018
(847)518-9990**

Turning Movement Peak Hour Data (4:15 PM)

[illegible]



Kenig Lindgren O'Hara Aboona, Inc.

Kenig Lindgren O'Hara, Aboona, Inc.

9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Chicago-Bonnie
Site Code:
Start Date: 05/09/2018
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Turning Movement Data

Start Time	Chicago Avenue Eastbound					Chicago Avenue Westbound					Bonnie Brae Place Northbound					Bonnie Brae Place Southbound					Int. Total					
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left		Thru	Right	Peds	App. Total	
7:00 AM	0	0	124	1	0	125	0	0	94	1	0	95	0	0	1	3	3	2	4	0	0	1	0	0	1	225
7:15 AM	0	2	128	1	1	131	0	0	102	1	0	103	0	0	3	3	0	6	6	0	0	0	2	0	2	242
7:30 AM	0	1	101	0	1	102	0	1	119	3	0	123	0	0	2	4	4	1	5	0	1	3	4	0	8	239
7:45 AM	0	2	103	0	1	105	0	6	142	1	0	149	0	0	1	4	1	5	5	0	2	7	5	0	14	273
Hourly Total	0	5	458	2	3	463	0	7	457	6	0	470	0	0	7	14	3	21	21	0	3	11	11	0	25	979
8:00 AM	0	1	132	2	0	135	0	3	125	3	0	131	0	1	3	3	0	7	7	0	1	5	7	0	13	286
8:15 AM	0	1	127	2	0	130	0	1	133	1	1	135	0	1	8	4	2	13	13	0	1	7	4	0	12	290
8:30 AM	0	1	102	0	0	103	0	5	110	1	0	116	0	0	3	1	0	4	4	0	2	6	1	0	9	232
8:45 AM	0	1	89	1	0	91	0	4	74	2	0	80	0	0	2	3	0	5	5	0	3	8	2	0	13	189
Hourly Total	0	4	450	5	0	459	0	13	442	7	1	462	0	2	16	11	2	29	29	0	7	26	14	0	47	997
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:30 PM	0	2	96	3	0	101	0	4	88	3	1	95	0	0	1	2	3	3	3	0	1	3	3	1	7	206
2:45 PM	0	1	114	3	0	118	0	5	92	3	1	100	0	1	2	9	1	12	12	0	2	4	4	0	10	240
Hourly Total	0	3	210	6	0	219	0	9	180	6	2	195	0	1	3	11	4	15	15	0	3	7	7	1	17	446
3:00 PM	0	3	134	3	1	140	0	2	109	2	0	113	0	1	4	9	1	14	14	0	1	2	3	0	6	273
3:15 PM	0	3	128	3	0	134	0	2	126	6	1	134	0	0	3	12	4	15	15	0	1	8	1	1	10	293
3:30 PM	0	3	156	3	1	162	0	5	103	3	0	111	0	0	8	5	10	13	13	0	1	3	2	0	6	292
3:45 PM	0	4	128	2	3	134	0	2	113	2	0	117	0	0	3	15	2	18	18	0	2	4	4	0	10	279
Hourly Total	0	13	546	11	5	570	0	11	451	13	1	475	0	1	18	41	17	60	60	0	5	17	10	1	32	1137
4:00 PM	0	1	142	3	0	146	0	1	123	4	2	128	0	0	6	5	1	11	11	0	7	7	4	0	18	303
4:15 PM	0	0	124	3	1	127	0	7	120	2	1	129	0	0	2	10	0	12	12	0	1	2	1	0	4	272
4:30 PM	0	4	156	1	1	161	0	2	102	1	3	105	0	0	6	6	0	12	12	0	3	5	5	0	13	291
4:45 PM	0	3	138	3	0	144	0	1	123	2	2	126	0	0	9	10	2	19	19	0	3	11	8	0	22	311
Hourly Total	0	8	560	10	2	578	0	11	488	9	8	488	0	0	23	31	3	54	54	0	14	25	18	0	57	1177
5:00 PM	0	1	152	2	7	155	0	1	136	0	2	137	0	0	5	11	0	16	16	0	1	3	4	1	8	316
5:15 PM	0	1	142	6	1	149	0	6	138	3	3	147	0	1	3	11	0	15	15	0	0	1	2	0	3	314
5:30 PM	0	2	140	3	0	145	0	4	135	5	1	144	0	0	3	10	5	13	13	0	0	6	1	0	7	309
5:45 PM	0	3	140	3	3	146	0	6	123	2	0	131	0	0	6	8	2	14	14	0	2	1	3	0	6	297
Hourly Total	0	7	574	14	11	595	0	17	532	10	6	559	0	1	17	40	7	58	58	0	3	11	10	1	24	1236
Grand Total	0	40	2796	48	21	2884	0	68	2530	51	18	2649	0	5	84	148	36	237	237	0	35	97	70	3	202	5972
Approach %	0.0	1.4	96.9	1.7	-	-	0.0	2.6	95.5	1.9	-	-	0.0	2.1	35.4	62.4	-	-	-	0.0	17.3	48.0	34.7	-	-	-
Total %	0.0	0.7	46.8	0.8	-	48.3	0.0	1.1	42.4	0.9	-	44.4	0.0	0.1	1.4	2.5	-	4.0	4.0	0.0	0.6	1.6	1.2	3.4	-	-
Lights	0	39	2754	44	-	2837	0	66	2495	47	-	2608	0	5	78	143	-	226	226	0	33	93	66	192	5863	
% Lights	-	97.5	98.5	91.7	-	98.4	-	97.1	98.6	92.2	-	98.5	-	100.0	92.9	96.6	-	95.4	95.4	-	94.3	95.9	94.3	95.0	96.2	-
Buses	0	0	19	0	-	19	0	0	14	0	-	14	0	0	3	0	-	3	3	0	0	1	1	1	2	38
% Buses	-	0.0	0.7	0.0	-	0.7	-	0.0	0.6	0.0	-	0.5	-	0.0	3.6	0.0	-	1.3	1.3	-	0.0	1.0	1.4	1.0	0.6	-
Single-Unit Trucks	0	0	17	1	-	18	0	0	15	0	-	15	0	0	2	4	-	6	6	0	1	1	2	4	4	43

	-	0.0	0.6	2.1	-	0.6	-	0.0	0.6	0.0	0.6	-	2.7	-	2.5	-	2.9	1.0	2.9	2.0	0.7
% Single-Unit Trucks	-	0.0	0.6	2.1	-	0.6	-	0.0	0.6	0.0	0.6	-	2.7	-	2.5	-	2.9	1.0	2.9	2.0	0.7
Articulated Trucks	0	0	1	1	-	2	0	0	2	0	2	0	1	1	1	0	0	0	0	0	5
% Articulated Trucks	-	0.0	0.0	2.1	-	0.1	-	0.0	0.1	0.0	0.1	-	0.7	-	0.4	-	0.0	0.0	0.0	0.0	0.1
Bicycles on Road	0	1	5	2	-	8	0	2	4	4	10	0	1	0	1	0	1	2	1	4	23
% Bicycles on Road	-	2.5	0.2	4.2	-	0.3	-	2.9	0.2	7.8	0.4	-	1.2	0.0	0.4	-	2.9	2.1	1.4	2.0	0.4
Pedestrians	-	-	-	-	-	21	-	-	-	18	-	-	-	-	36	-	-	-	-	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-



Kenig Lindgren O'Hara Aboona, Inc.

Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018

(847)518-9990

Count Name: Chicago-Bonnie

Site Code:

Start Date: 05/09/2018

Page No. 3

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Chicago Avenue Eastbound						Chicago Avenue Westbound						Bonnie Brae Place Northbound						Bonnie Brae Place Southbound							
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total	
7:30 AM	0	1	101	0	1	102	0	1	119	3	0	123	0	0	2	4	4	0	6	0	1	3	4	0	8	239
7:45 AM	0	2	103	0	1	105	0	6	142	1	0	149	0	0	1	4	1	5	5	0	2	7	5	0	14	273
8:00 AM	0	1	132	2	0	135	0	3	125	3	0	131	0	1	3	3	0	7	7	0	1	5	7	0	13	286
8:15 AM	0	1	127	2	0	130	0	1	133	1	1	135	0	1	8	4	2	13	13	0	1	7	4	0	12	290
Total	0	5	463	4	2	472	0	11	519	8	1	538	0	2	14	15	3	31	31	0	5	22	20	0	47	1088
Approach %	0.0	1.1	98.1	0.8	-	-	0.0	2.0	96.5	1.5	-	-	0.0	6.5	45.2	48.4	-	-	-	0.0	10.6	46.8	42.6	-	-	-
Total %	0.0	0.5	42.6	0.4	-	43.4	0.0	1.0	47.7	0.7	-	49.4	0.0	0.2	1.3	1.4	-	2.8	2.8	0.0	0.5	2.0	1.8	-	4.3	-
PHF	0.000	0.625	0.877	0.500	-	0.874	0.000	0.458	0.914	0.667	-	0.903	0.000	0.500	0.438	0.938	-	0.596	0.000	0.625	0.786	0.714	-	0.839	0.938	
Lights	0	5	452	4	-	461	0	11	514	8	-	533	0	2	11	15	-	28	0	5	22	19	-	46	1068	
% Lights	-	100.0	97.6	100.0	-	97.7	-	100.0	99.0	100.0	-	99.1	-	100.0	78.6	100.0	-	90.3	-	100.0	100.0	95.0	-	97.9	98.2	
Buses	0	0	3	0	-	3	0	0	2	0	-	2	0	0	1	0	-	1	0	0	0	1	-	1	7	
% Buses	-	0.0	0.6	0.0	-	0.6	-	0.0	0.4	0.0	-	0.4	-	0.0	7.1	0.0	-	3.2	-	0.0	0.0	5.0	-	2.1	0.6	
Single-Unit Trucks	0	0	8	0	-	8	0	0	3	0	-	3	0	0	2	0	-	2	0	0	0	0	-	0	13	
% Single-Unit Trucks	-	0.0	1.7	0.0	-	1.7	-	0.0	0.6	0.0	-	0.6	-	0.0	14.3	0.0	-	6.5	-	0.0	0.0	0.0	-	0.0	1.2	
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	
Pedestrians	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	-	3	-	-	-	-	-	0	-	
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	0	-	



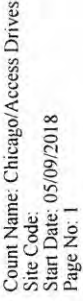
Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Chicago-Bonnie
Site Code:
Start Date: 05/09/2018
Page No: 4

Turning Movement Peak Hour Data (4:15 PM)

Start Time	Chicago Avenue Eastbound						Chicago Avenue Westbound						Bonnie Brae Place Northbound						Bonnie Brae Place Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
4:15 PM	0	0	124	3	1	127	0	7	120	2	1	129	0	0	2	10	0	12	0	1	2	1	0	4	272
4:30 PM	0	4	156	1	1	161	0	2	102	1	3	105	0	0	6	6	0	12	0	3	5	5	0	13	291
4:45 PM	0	3	138	3	0	144	0	1	123	2	2	126	0	0	9	10	2	19	0	3	11	8	0	22	311
5:00 PM	0	1	152	2	7	155	0	1	136	0	2	137	0	0	5	11	0	16	0	1	3	4	1	8	316
Total	0	8	570	9	9	597	0	11	481	5	8	497	0	0	22	37	2	59	0	8	21	18	1	47	1190
Approach %	0.0	1.4	97.1	1.5	-	-	0.0	2.2	96.8	1.0	-	-	0.0	0.0	37.3	62.7	-	-	0.0	17.0	44.7	38.3	-	-	-
Total %	0.0	0.7	47.9	0.8	-	49.3	0.0	0.9	40.4	0.4	-	41.8	0.0	0.0	1.8	3.1	-	5.0	0.0	0.7	1.8	1.5	-	3.9	-
PHF	0.000	0.500	0.913	0.750	-	0.911	0.000	0.393	0.884	0.625	-	0.907	0.000	0.000	0.611	0.841	-	0.778	0.000	0.667	0.477	0.563	-	0.534	0.941
Lights	0	8	561	7	-	576	0	9	477	4	-	490	0	0	22	37	-	59	0	8	19	17	-	44	1169
% Lights	-	100.0	98.4	77.8	-	98.1	-	81.8	99.2	80.0	-	98.6	-	-	100.0	100.0	-	100.0	-	100.0	90.5	94.4	-	93.6	98.2
Buses	0	0	5	0	0	5	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	7
% Buses	-	0.0	0.9	0.0	-	0.9	-	0.0	0.2	0.0	-	0.2	-	-	0.0	0.0	-	0.0	-	0.0	4.8	0.0	-	2.1	0.6
Single-Unit Trucks	0	0	4	0	-	4	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	5
% Single-Unit Trucks	-	0.0	0.7	0.0	-	0.7	-	0.0	0.2	0.0	-	0.2	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.4
Articulated Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.2	0.0	-	0.2	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	0	2	-	2	0	2	1	1	-	4	0	0	0	0	-	0	0	0	1	1	-	2	8
% Bicycles on Road	-	0.0	0.0	22.2	-	0.3	-	18.2	0.2	20.0	-	0.8	-	-	0.0	0.0	-	0.0	-	0.0	4.8	5.6	-	4.3	0.7
Pedestrians	-	-	-	-	9	-	-	-	-	-	8	-	-	-	-	-	2	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Start Time	Chicago Avenue Eastbound					Chicago Avenue Westbound					Access Northbound					Access Southbound					Int. Total				
	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru		Right	Peds	App. Total	
7:00 AM	0	0	129	1	0	130	0	0	92	4	0	96	0	1	0	3	3	4	0	1	0	3	1	4	234
7:15 AM	0	0	124	0	0	124	0	0	100	0	0	100	0	0	0	1	0	1	0	0	0	0	0	0	225
7:30 AM	0	0	114	2	0	116	0	0	125	0	0	125	0	1	0	2	0	3	0	0	0	0	1	0	244
7:45 AM	0	0	101	4	0	105	0	0	145	1	0	146	0	3	0	1	1	4	0	0	0	2	0	2	257
Hourly Total	0	0	468	7	0	475	0	0	462	5	0	467	0	5	0	7	4	12	0	1	0	5	2	6	960
8:00 AM	0	0	128	3	0	131	0	1	125	1	0	127	0	5	0	0	0	5	0	2	0	1	5	3	266
8:15 AM	0	0	135	5	0	140	0	0	132	0	0	132	0	1	0	2	0	3	0	1	0	1	0	2	277
8:30 AM	0	0	105	3	0	108	0	0	113	2	0	115	0	2	0	3	0	5	0	2	0	1	0	3	231
8:45 AM	0	1	93	2	0	96	0	1	78	2	0	81	0	1	0	6	0	7	0	0	0	1	2	1	185
Hourly Total	0	1	461	13	0	475	0	2	448	5	0	455	0	9	0	11	0	20	0	5	0	4	7	9	959
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:30 PM	0	3	93	3	0	99	0	0	92	6	0	98	0	1	0	3	0	4	0	2	0	1	0	3	204
2:45 PM	0	1	116	7	0	124	0	0	94	3	0	97	0	4	0	4	1	8	0	4	0	2	0	6	235
Hourly Total	0	4	209	10	0	223	0	0	186	9	0	195	0	5	0	7	1	12	0	6	0	3	0	9	439
3:00 PM	0	0	135	7	0	142	0	0	111	2	0	113	0	1	0	1	0	2	0	1	0	2	0	3	260
3:15 PM	0	1	137	6	0	144	0	1	130	2	0	133	0	1	0	4	1	5	0	2	0	2	1	4	286
3:30 PM	0	1	161	3	1	165	0	0	106	5	0	111	0	0	0	7	9	7	0	2	0	4	7	6	289
3:45 PM	0	1	141	4	0	146	0	0	115	4	0	119	0	3	0	4	2	7	0	4	0	1	2	5	277
Hourly Total	0	3	574	20	1	597	0	1	462	13	0	476	0	5	0	16	12	21	0	9	0	9	10	18	1112
4:00 PM	0	3	155	2	1	160	0	0	122	1	0	123	0	1	1	2	2	4	0	5	0	2	1	7	294
4:15 PM	0	1	132	2	0	135	0	0	118	6	0	124	0	3	0	6	0	9	0	2	0	3	0	5	273
4:30 PM	0	0	154	6	0	160	0	1	104	7	0	112	0	0	1	0	0	1	0	4	1	1	1	6	279
4:45 PM	0	2	164	1	0	167	0	0	125	3</															

% Single Unit Trucks	-	0.0	0.8	0.0	0.7	-	0.0	0.5	0.0	-	0.5	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6
Articulated Trucks	0	0	1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3
% Articulated Trucks	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	1.8	-	1.1	-	0.0	0.1
Bicycles on Road	0	0	5	1	6	0	0	6	0	0	6	0	0	0	0	0	0	0	0	12
% Bicycles on Road	-	0.0	0.2	1.4	0.2	-	0.0	0.2	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.2
Pedestrians	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	28	-	31	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	100.0	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Chicago/Access Drives
Site Code:
Start Date: 05/09/2018
Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Chicago Avenue Eastbound						Chicago Avenue Westbound						Access Northbound						Access Southbound							
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total	
7:30 AM	0	0	114	2	0	116	0	0	125	0	0	125	0	1	0	2	0	3	0	0	0	0	0	1	0	244
7:45 AM	0	0	101	4	0	105	0	0	145	1	0	146	0	3	0	1	1	4	0	0	0	2	0	2	257	
8:00 AM	0	0	128	3	0	131	0	1	125	1	0	127	0	5	0	0	0	5	0	2	0	1	0	3	266	
8:15 AM	0	0	135	5	0	140	0	0	132	0	0	132	0	13	1	0	2	3	0	1	0	1	0	2	277	
Total	0	0	478	14	0	492	0	1	527	2	0	530	0	10	0	5	1	15	0	3	0	4	0	7	1044	
Approach %	0.0	0.0	97.2	2.8	-	-	0.0	0.2	99.4	0.4	-	-	0.0	66.7	0.0	33.3	-	-	0.0	42.9	0.0	57.1	-	-	-	
Total %	0.0	0.0	45.8	1.3	-	47.1	0.0	0.1	50.5	0.2	-	50.8	0.0	1.0	0.0	0.5	-	1.4	0.0	0.3	0.0	0.4	-	0.7	-	
PHF	0.000	0.000	0.885	0.700	-	0.879	0.000	0.250	0.909	0.500	-	0.908	0.000	0.500	0.000	0.625	-	0.750	0.000	0.375	0.000	0.500	-	0.583	0.942	
Lights	0	0	468	13	-	481	0	1	522	2	-	525	0	10	0	5	-	15	0	3	0	4	-	7	1028	
% Lights	-	-	97.9	92.9	-	97.8	-	100.0	99.1	100.0	-	99.1	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	98.5	
Buses	0	0	2	1	-	3	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	5	
% Buses	-	-	0.4	7.1	-	0.6	-	0.0	0.4	0.0	-	0.4	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.5	
Single-Unit Trucks	0	0	8	0	-	8	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	11	
% Single-Unit Trucks	-	-	1.7	0.0	-	1.6	-	0.0	0.6	0.0	-	0.6	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	1.1	
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
% Articulated Trucks	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
% Bicycles on Road	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	



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

9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Chicago/Access Drives
Site Code:
Start Date: 05/09/2018
Page No: 4

Turning Movement Peak Hour Data (4:15 PM)

Start Time	Chicago Avenue Eastbound						Chicago Avenue Westbound						Access Northbound						Access Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:15 PM	0	1	132	2	0	135	0	0	118	6	0	124	0	3	0	6	0	9	0	2	0	3	0	5	273
4:30 PM	0	0	154	6	0	160	0	1	104	7	0	112	0	0	1	0	0	1	0	4	1	1	1	6	279
4:45 PM	0	2	164	1	0	167	0	0	125	3	0	128	0	0	0	4	0	4	0	4	0	1	0	5	304
5:00 PM	0	0	161	3	0	164	0	0	134	2	0	136	0	1	0	2	2	3	0	2	0	4	0	6	309
Total	0	3	611	12	0	626	0	1	481	18	0	500	0	4	1	12	2	17	0	12	1	9	0	22	1165
Approach %	0.0	0.5	97.6	1.9	-	-	0.0	0.2	96.2	3.6	-	-	0.0	23.5	5.9	70.6	-	-	0.0	54.5	4.5	40.9	-	-	-
Total %	0.0	0.3	52.4	1.0	-	53.7	0.0	0.1	41.3	1.5	-	42.9	0.0	0.3	0.1	1.0	-	1.5	0.0	1.0	0.1	0.8	-	1.9	-
PHF	0.000	0.375	0.931	0.500	-	0.937	0.000	0.250	0.897	0.643	-	0.919	0.000	0.333	0.250	0.500	-	0.472	0.000	0.750	0.250	0.563	-	0.917	0.943
Lights	0	3	603	12	-	618	0	1	476	18	-	495	0	4	1	12	-	17	0	12	1	9	-	22	1152
% Lights	-	100.0	98.7	100.0	-	98.7	-	100.0	99.0	100.0	-	99.0	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	98.9
Buses	0	0	5	0	-	5	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	6
% Buses	-	0.0	0.8	0.0	-	0.8	-	0.0	0.2	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.5
Single-Unit Trucks	0	0	3	0	-	3	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	5
% Single-Unit Trucks	-	0.0	0.5	0.0	-	0.5	-	0.0	0.4	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	2
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.4	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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



FINAL



River Forest
Public Schools

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



WILLARD ELEMENTARY SCHOOL – 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 ALL TIMES

ONE-WAY STREET SCHOOL HOURS ONLY 7:30 AM-4:00 PM

FINAL

INCORPORATED 1880

RIVER FOREST

Proud Heritage

Bright Future

River Forest Public Schools

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



LEGEND

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

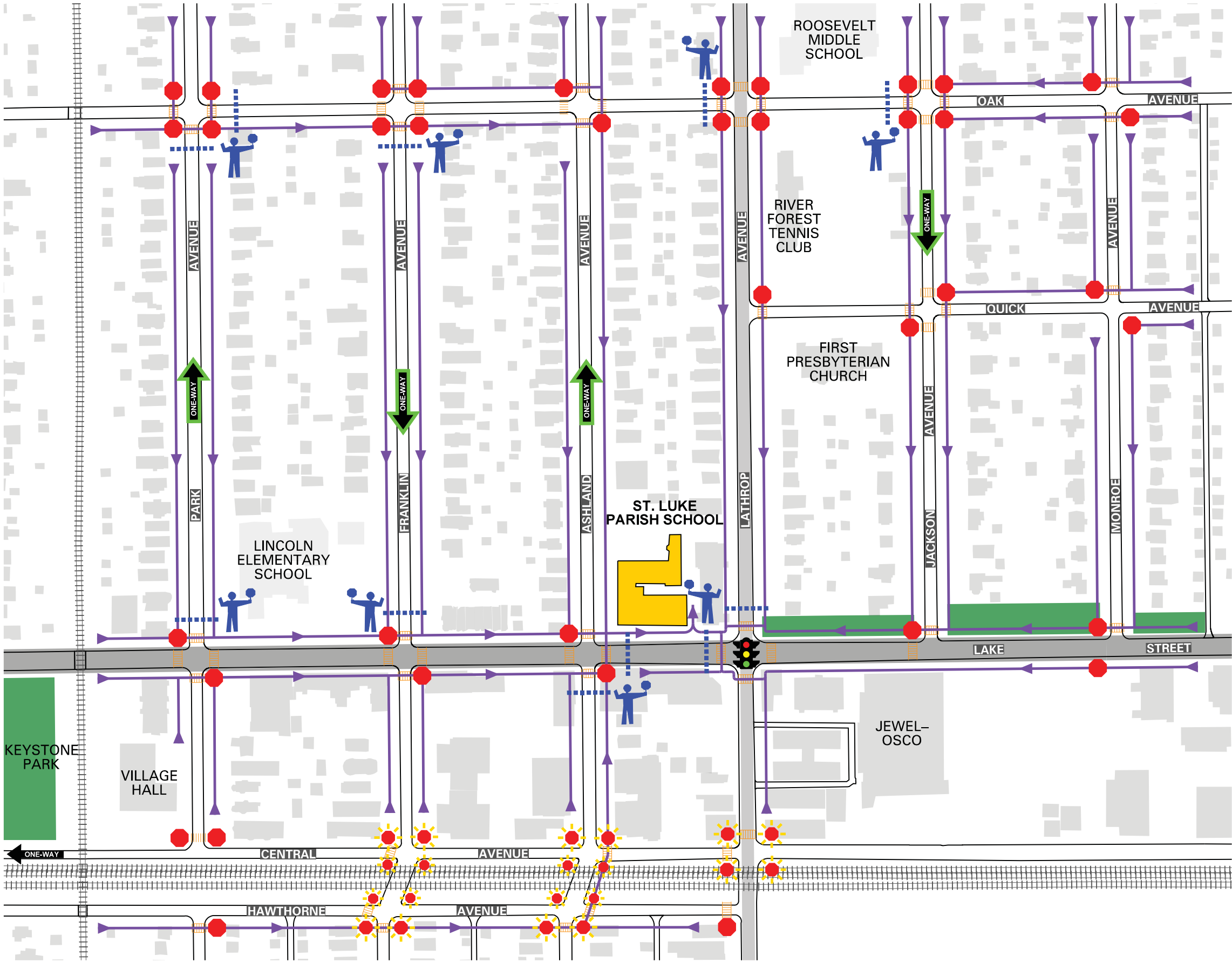
FINAL



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

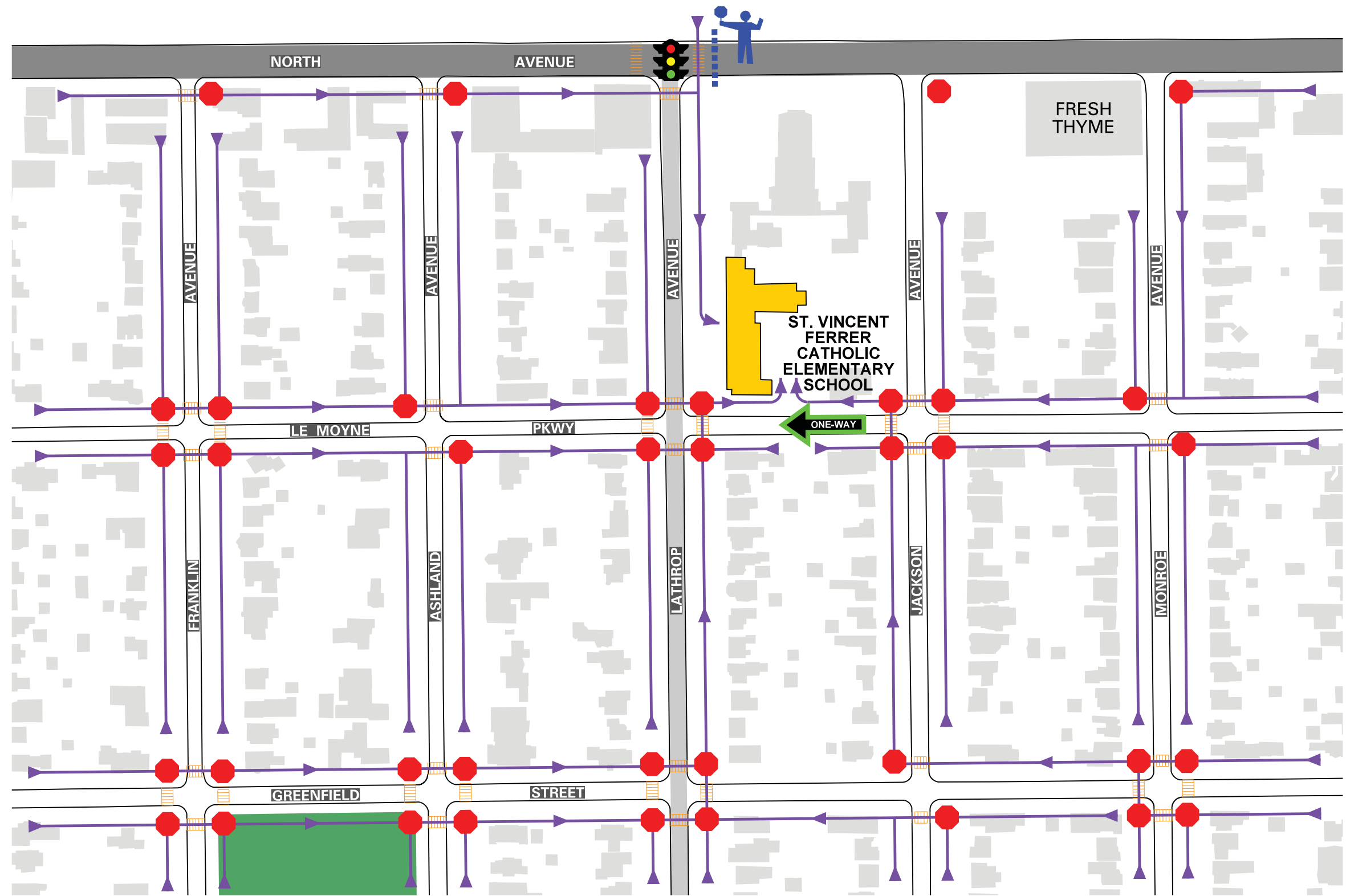


SCALE: N.T.S.

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



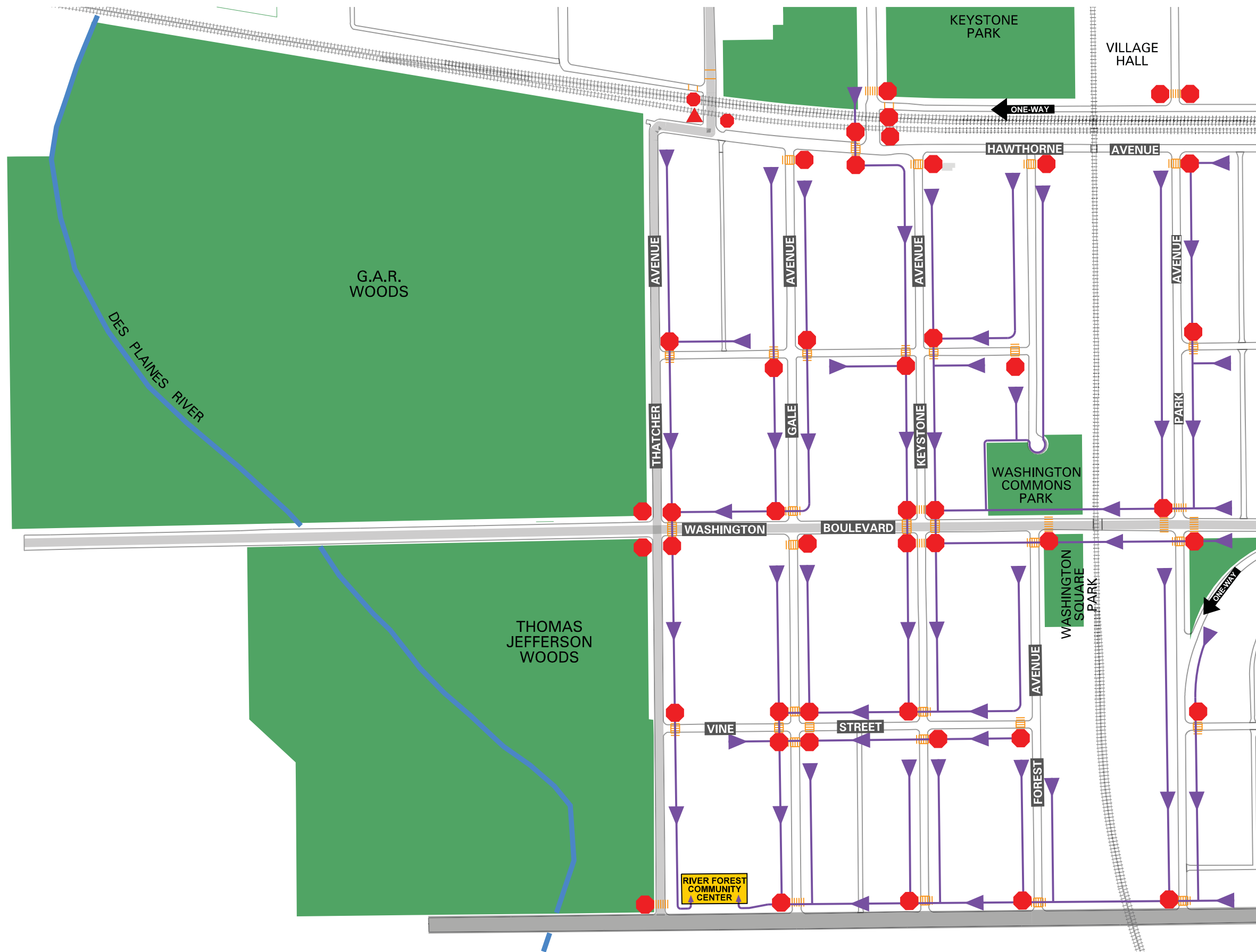
- ONE-WAY STREET
SCHOOL HOURS ONLY
7:30 AM-4:00 PM



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





Village of River Forest

Village Administrator's Office

400 Park Avenue
River Forest, IL 60305
Tel: 708-366-8500

MEMORANDUM

Date: September 24, 2020

To: Catherine Adduci, Village President
Village Board of Trustees

From: Eric J. Palm, Village Administrator

Subj: Continued Dialogue on Culture of Equity and Inclusion

As you know, at last week's COW meeting, Staff presented a call to action regarding equity and inclusion. As part of the discussion, in partnership with Dominican University, there will be a larger community conversation and dialogue using their framework in "Truth, Racial Healing & Transformation" (TRHT). Sheila Radford-Hill and Sr. Peggy Ryan, both from Dominican University, will attend our meeting and discuss the TRHT and Village partnership with Dominican.

Thank you.



Village of River Forest
Village Administrator's Office

400 Park Avenue
River Forest, IL 60305
Tel: 708-366-8500

MEMORANDUM

Date: September 24, 2020

To: Catherine Adduci, Village President
Village Board of Trustees

From: Sara Phyfer, Management Analyst/Deputy Clerk

Subj: 2020 Trick or Treating

Issue: At the September 14, 2020 Village Board of Trustees meeting, the Board discussed whether to allow trick or treating and what restrictions the Village could enforce. The Board reached a consensus to defer this discussion to a later date to allow time for the Governor Pritzker's office to release direction on this issue. Neither his office nor the Illinois Department of Public Health have released direction as of this date; however, the Centers for Disease Control [published guidelines](#) categorizing Halloween activities into three risk tiers: low, medium, and high.

Lower risk activities

These lower risk activities can be safe alternatives:

- Carving or decorating pumpkins with members of your household and displaying them
- Carving or decorating pumpkins outside, at a safe distance, with neighbors or friends
- Decorating your house, apartment, or living space
- Doing a Halloween scavenger hunt where children are given lists of Halloween-themed things to look for while they walk outdoors from house to house admiring Halloween decorations at a distance
- Having a virtual Halloween costume contest
- Having a Halloween movie night with people you live with
- Having a scavenger hunt-style trick-or-treat search with your household members in or around your home rather than going house to house

Moderate risk activities

- Participating in one-way trick-or-treating where individually wrapped goodie bags are lined up for families to grab and go while continuing to social distance (such as at the end of a driveway or at the edge of a yard)

- If you are preparing goodie bags, [wash your hands](#) with soap and water for at least 20 second before and after preparing the bags.
- Having a small group, outdoor, open-air costume parade where people are distanced more than 6 feet apart
- Attending a costume party held outdoors where protective masks are used and people can remain more than 6 feet apart
 - A costume mask (such as for Halloween) is not a substitute for a cloth mask. A costume mask should not be used unless it is made of two or more layers of breathable fabric that covers the mouth and nose and doesn't leave gaps around the face.
 - Do not wear a costume mask over a protective cloth mask because it can be dangerous if the costume mask makes it hard to breathe. Instead, consider using a Halloween-themed cloth mask.
- Going to an open-air, one-way, walk-through haunted forest where appropriate mask use is enforced, and people can remain more than 6 feet apart
 - If screaming will likely occur, greater distancing is advised. The greater the distance, the lower the risk of spreading a respiratory virus.
- Visiting pumpkin patches or orchards where people use hand sanitizer before touching pumpkins or picking apples, wearing masks is encouraged or enforced, and people are able to maintain social distancing
- Having an outdoor Halloween movie night with local family friends with people spaced at least 6 feet apart
 - If screaming will likely occur, greater distancing is advised. The greater the distance, the lower the risk of spreading a respiratory virus.
 - Lower your risk by following CDC's recommendations on [hosting gatherings or cook-outs](#).

Higher risk activities

Avoid these higher risk activities to help prevent the spread of the virus that causes COVID-19:

- Participating in traditional trick-or-treating where treats are handed to children who go door to door
- Having trunk-or-treat where treats are handed out from trunks of cars lined up in large parking lots
- Attending crowded costume parties held indoors
- Going to an indoor haunted house where people may be crowded together and screaming
- Going on hayrides or tractor rides with people who are not in your household
- Using [alcohol or drugs](#), which can cloud judgement and increase risky behaviors
- Traveling to a [rural](#) fall festival that is not in your community if you live in an area with community spread of COVID-19

Recommendation: Staff is seeking direction from the Village Board on this issue.

Attachment: September 10, 2020 Memo



Village of River Forest
Village Administrator's Office

400 Park Avenue
River Forest, IL 60305
Tel: 708-366-8500

MEMORANDUM

Date: September 10, 2020

To: Catherine Adduci, Village President
Village Board of Trustees

From: Sara Phyfer, Management Analyst/Deputy Clerk

Subj: 2020 Trick or Treating

Issue: With concern for the public's safety in large gatherings during the COVID-19 pandemic, Staff is looking for direction from the Village Board of Trustees on how to manage trick or treating this Halloween. In surveying other communities, many have not yet made decisions about how to approach this and are waiting for the Illinois Department of Public Health to publish its guidelines and recommendations. The River Forest Park District, Village of Maywood and some park districts of other communities are offering drive-through trick or treating alternatives.

Considerations: Strategically, it would be challenging to monitor and enforce trick or treating restrictions. Additionally, River Forest historically draws trick or treaters from other areas and these individuals may not be aware of restrictions, if any, that could be put in place. Though Halloween falls on a Saturday, it would not be recommended to move up established trick or treating times (typically 3PM – 7PM) because that could inadvertently extend the duration of trick or treating if people are not aware of a time change.

If the Board were to allow trick or treating, it could publish guidelines and precautions for those who wish to participate. Staff surveyed other towns and is attaching the survey conducted by the West Central Municipal Conference.

The City of Highland Park announced [guidelines](#) that could be used:

- Do not participate in trick-or-treating if you are feeling unwell, if someone in your house is unwell, if you are awaiting COVID-19 test results, if you have recently returned from travel to a hotspot state, or if you know that you have been exposed to COVID-19.

- Turn on your porch lamp or outdoor lights to show that your home is welcoming trick-or-treaters. Not all families may feel comfortable participating in trick-or-treating this year; teach children not to ring the doorbell if a light is not on.
- Consider using a motion activated noise maker to notify you when trick-or-treaters are at the door, such as a motion activated Halloween decoration, rather than having trick-or-treaters ring the doorbell, which can be a high touch-point.
- Face coverings should be worn by all participants over the age of two, including individuals passing out treats.
- Avoid close contact with others by leaving candy on your porch – or even socially-distanced on your lawn (see below for a list of ideas)! Instead of manning the door, man the windows and wave at kids as they visit.
- If you would prefer to answer the door to greet children individually, pass out candy instead of inviting children to take a treat from a communal bowl. Ask children to tell you their choice of a treat, rather than taking it themselves.
- Individuals should use hand sanitizer regularly throughout the trick or treat hours.
- Do not trick-or-treat in groups with others; trick-or-treat as a household.
- Maintain a safe distance from other trick-or-treating groups, and do not approach a house until the previous group has left.
- Consider distributing treats other than candy, which parents can then sanitize before giving to kids: stickers in cellophane packaging, pencils, mini pumpkins, erasers, etc.
- Please refrain from distributing coins or cash.
- Please do not distribute homemade treats or fresh fruits.

Creative Ways to Distribute Treats

If you would like to avoid trick-or-treaters coming to your door, but would still like to participate, consider passing out treats using the following socially-distanced ideas:

- Host a “trunk or treat”. Instead of inviting trick-or-treaters to come to your door, decorate your car and place candy in the open trunk for children to take.
- Create a grab-bag candy walk on your lawn: place candy inside recyclable paper lunch bags so each child can simply pick up a bag of treats.
- Hang treats from a clothesline at children’s height.
- Mark a safe distance from your door using chalk and ask children to stand behind the line before you open the door to pass out candy.

Recommendation: Staff is seeking direction from the Village Board on this issue.



MEMORANDUM

DATE: September 29, 2020

TO: Eric J. Palm, Village Administrator

FROM: Jeff Loster, Village Engineer

SUBJECT: Parking Restrictions on Chicago Avenue near Bonnie Brae

Issue: As a condition of approval for the planned development at 800 Harlem Avenue, the developer agreed that there would be no contractor parking on Bonnie Brae. In recent weeks, contractor parking along Chicago Avenue (west of Bonnie Brae) has increased, where there is currently unrestricted parking.

Analysis: The Village has been contacted by concerned residents on multiple occasions regarding contractors parking west of the development site. Initially, the contractor had agreed to restrict parking on the 700 and 800 blocks of Bonnie Brae and installed signage at their construction entrance on Chicago Avenue in March, 2020 indicating that all contractors are not to park anywhere west of the site. The developer has confirmed that parking restrictions are reinforced at daily meetings, however, in recent weeks it appears that there has been an uptick in contractor parking on Chicago Avenue and possibly even Bonnie Brae on rare occasion. Though parking on Chicago Avenue west of Bonnie Brae is currently unrestricted, it was the understanding of Staff that there would be no on-street contractor parking in River Forest.



When the ordinance was adopted to approve this planned development, the following condition was included:

“The Village’s Traffic and Safety Commission shall study the possible imposition of resident permit parking only on the 800 block of Bonnie Brae Place, Iowa Street between Bonnie Brae and Harlem Avenue, and other nearby residential streets. The Village’s Traffic and Safety Commission shall also study on-street parking restrictions in the vicinity of the Property as well as other traffic related matters in and around the vicinity of the Property to ensure employees and visitors to the Project do not park on residential streets. **The Petitioner shall comply with additional parking and traffic conditions on public streets in the vicinity of the Property as directed by the Village.**”

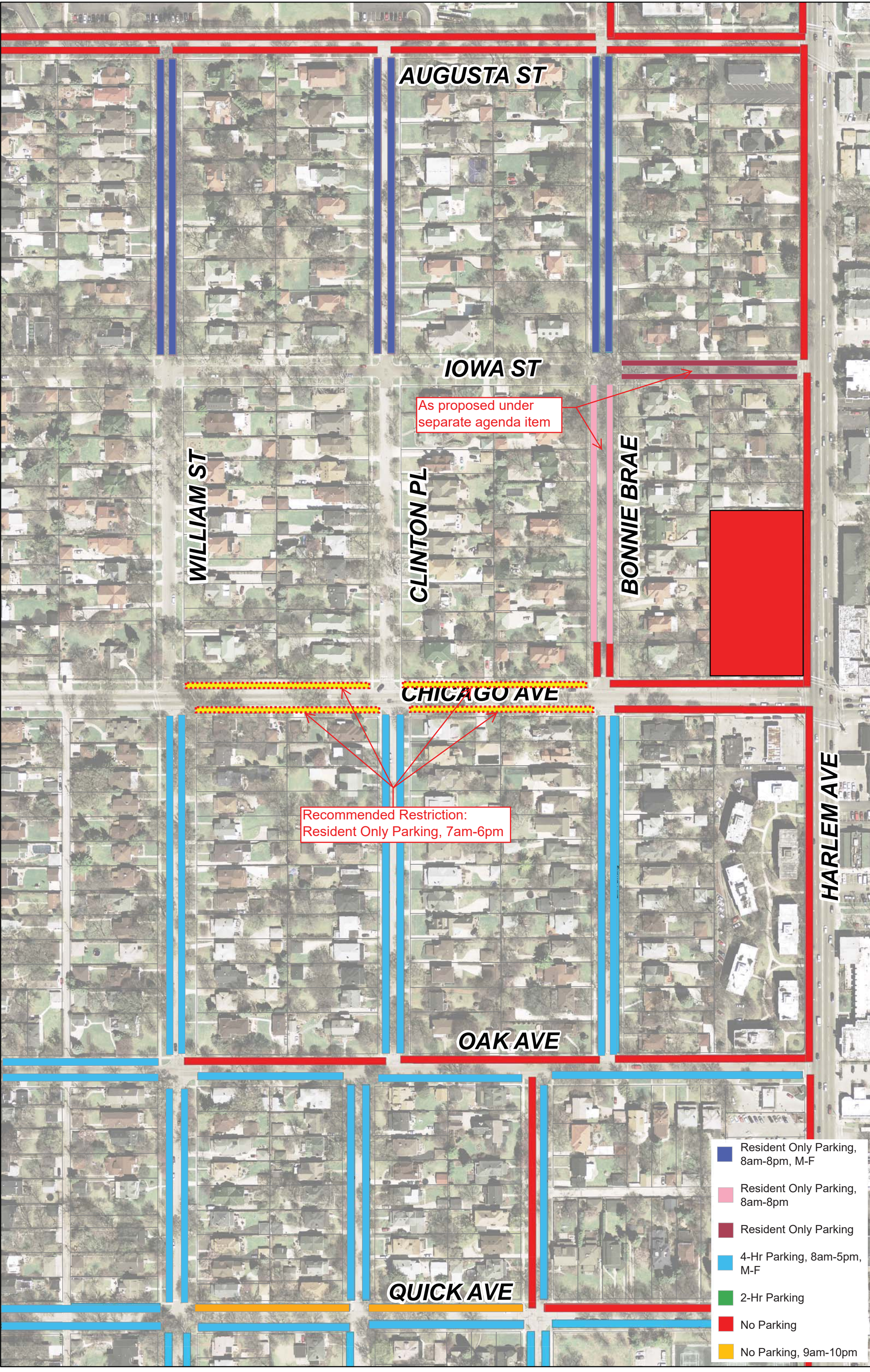
Though the Traffic and Safety Commission has reviewed this development and is recommending long-term parking restrictions based on resident requests (submitted for Board approval under separate cover) it is the recommendation of Staff that a temporary parking restriction should also be implemented on Chicago Avenue to prevent adverse impacts associated with contractor parking while the site is under development. At this time, Staff is recommending that a “Resident Parking Only” restriction be implemented on both sides of Chicago Avenue, from William Street to Bonnie

Brae, between the hours of 7am and 6pm. Staff anticipates removing this restriction in Q1 2021 once the project has reached substantial completion. Once approved, Staff will notify neighbors affected by this changes.

Recommendation: Staff recommends approval of this parking restriction with the following motion: Motion to install a Resident Only Parking Zone on the north and south sides of Chicago Avenue between William Street and Bonnie Brae, between the hours of 7am and 6pm.

Attachments:

Revised Ordinance – Resident Only Parking Zone
Parking Zone Exhibit



ORDINANCE NO. _____

**AN ORDINANCE AMENDING TITLE 9, ENTITLED "TRAFFIC
REGULATIONS, CHAPTER 3, ENTITLED "TRAFFIC SCHEDULES,"
OF THE RIVER FOREST VILLAGE CODE**

BE IT ORDAINED by the President and Board of Trustees of the Village of River Forest, Cook County, Illinois:

Section 1: That Title 9, entitled "Traffic Regulations," Chapter 3, entitled "Traffic Schedules," of the River Forest Village Code, Section 9-3-21 thereof, entitled "Schedule 21, Resident Parking Zone" be amended by adding the following:

CHICAGO AVENUE, the north and south sides between William Street and Bonnie Brae, between the hours of seven o'clock A.M. and six o'clock P.M.

Section 2: That the appropriate signage be installed in accordance with Section 1.

Section 3: That all Ordinances or parts of Ordinances in conflict with this Ordinance are hereby expressly repealed.

Section 4: This Ordinance shall be in full force and effect after its passage, approval and publication in pamphlet form as provided by law.

ADOPTED this 29 day of September, 2020, pursuant to a roll call vote as follows:

AYES:

NAYS:

ABSENT:

APPROVED by me this 29 day of September, 2020.

Catherine Adduci, Village President

ATTEST:

Kathleen Brand-White, Village Clerk