

MEMORANDUM TO: Jeff Loster, PE, CFM, CPESC  
Director of Public Works and Development Services  
Village of River Forest

FROM: Brendan May, PE, PTOE  
Senior Consultant

Michael A. Werthmann, PE, PTOE  
Principal

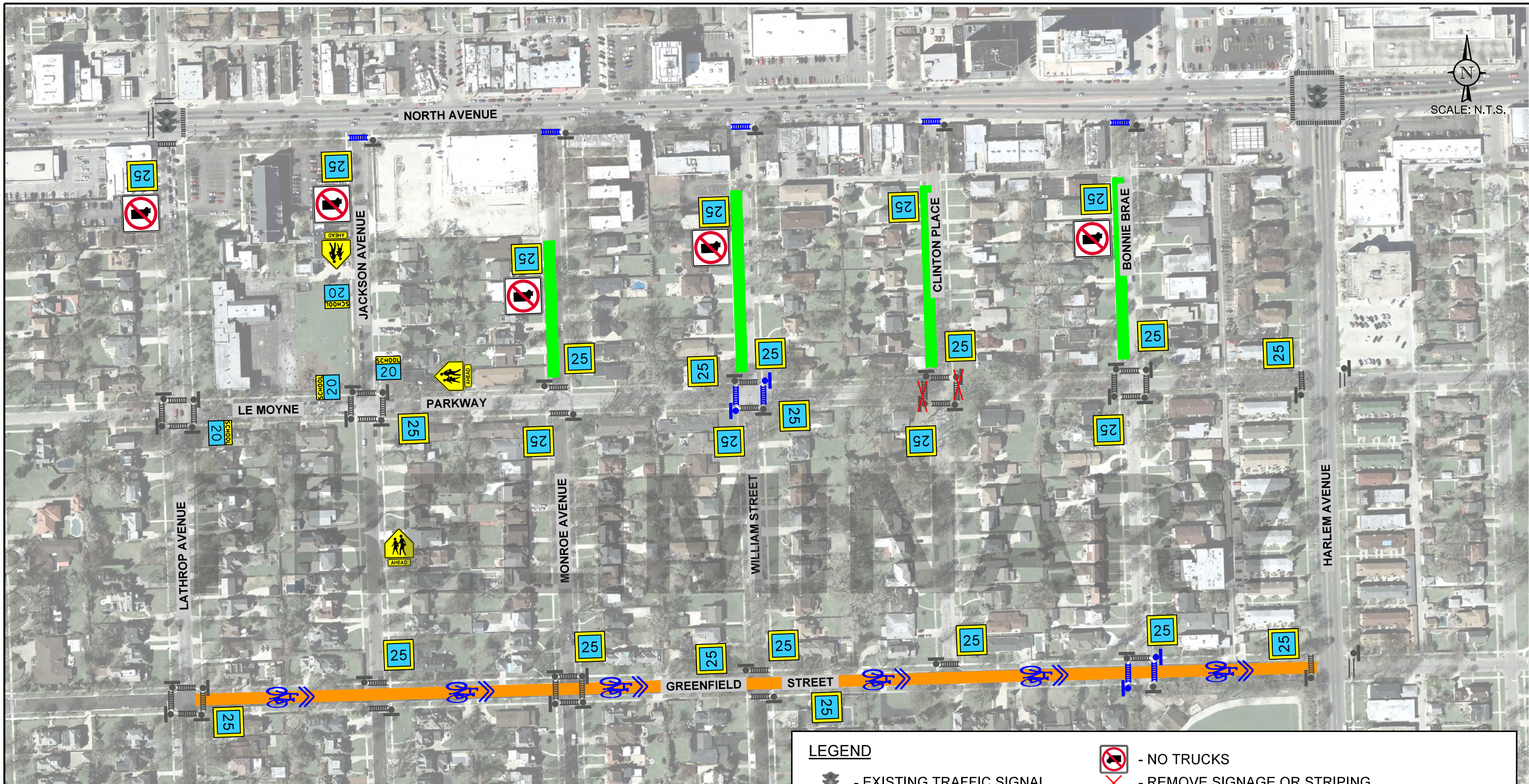
DATE: September 1, 2022

SUBJECT: Neighborhood Evaluation - Follow Up  
Harlem Avenue/North Avenue/Greenfield Street/Lathrop Avenue  
River Forest, Illinois

As a follow up to the Traffic and Safety Commission Meeting on July 26, 2022. KLOA, Inc. prepared three exhibits with potential enhancements to improve transportation conditions within the neighborhood to be considered by the Commission. The exhibits were prepared to present a staged approach as follows:











- Exhibit A: Phase I – Striping and Signage. This exhibit illustrates the potential locations for additional signage and striping to address concerns related to speeding, volume/type of traffic, pedestrian/bicycle safety. It should be noted that the location of the truck signage was determined to be consistent with Village Ordinance 2510 per section 9-3-6, Schedule 6 and associated map exhibit.
- Exhibit B: Phase II – Horizontal and Vertical Deflections. This exhibit illustrates the potential locations for curb modifications (horizontal measures) to narrow the effective width of the roadway or for potential locations of speed humps (vertical measures) to further address, if necessary, concerns related to speeding and volume/type of traffic. The pros and cons of the utilization of these measures are summarized in the last page of the Appendix of the July 11, 2022 Neighborhood Traffic Study.
- Exhibit C: Phase III – Advanced Signage on North Avenue. This exhibit illustrates advanced signage on North Avenue which would allow the curb (parking) lane to be utilized as a travel lane during the peak periods and would prohibit right-turns into the neighborhood. These measures should only be considered if Phase I and Phase II measures are not effective as the potential modifications would have adverse impacts to the businesses along North Avenue and would result in the redistribution of traffic to other neighborhood roads.

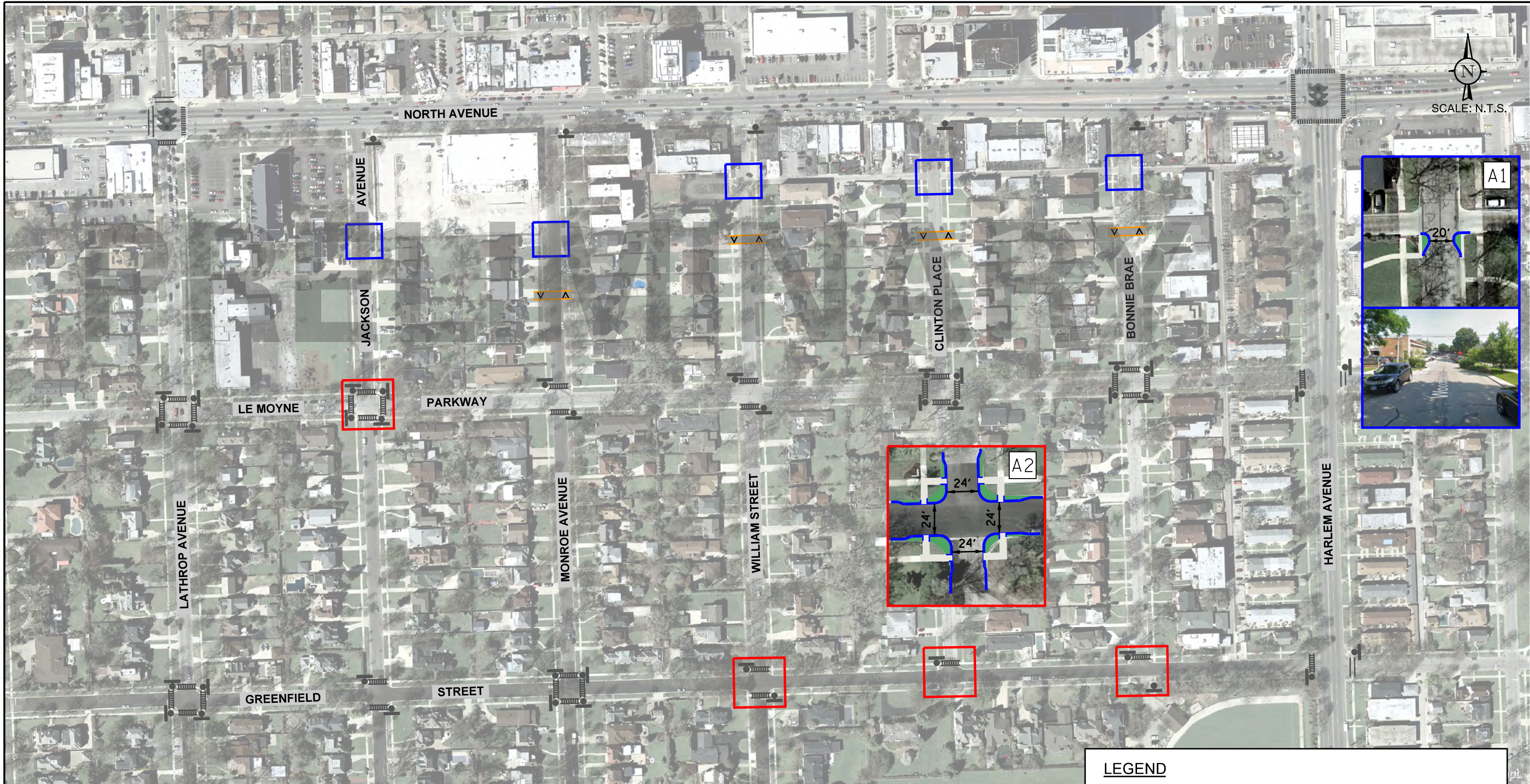
Please let us know if you have any questions or clarifications on these exhibits.








SCALE: N.T.S.

**LEGEND**

	- EXISTING TRAFFIC SIGNAL		- NO TRUCKS
	- EXISTING STOP SIGN		- REMOVE SIGNAGE OR STRIPING
	- 2 HR PARKING (SEE TABLE 3 OF NEIGHBORHOOD STUDY)		- PROPOSED STOP SIGN CONTROL
	- PROVIDE SHARROWS		- PROPOSED HIGH VISIBILITY CROSSWALK
			- PROPOSED YELLOW-BORDERED SPEED LIMIT SIGN
			- PROPOSED SCHOOL SPEED LIMIT SIGN






**LEGEND**

	- EXISTING TRAFFIC SIGNAL		- INSET A1
	- EXISTING STOP SIGN		- INSET A2
	- PROPOSED SPEED HUMPS		



SCALE: N.T.S.

**LEGEND**

-  NO PARKING  
7-9AM  
4-6 PM  
MON-FRI
-  NO PARKING  
7AM-9AM  
4PM-6PM  
MON-FRI
-  7AM-9AM  
4PM-6PM  
MON-FRI