



## VILLAGE OF RIVER FOREST REGULAR VILLAGE BOARD MEETING

Monday, February 26<sup>th</sup>, 2024 – 7:00 PM  
Village Hall – 400 Park Avenue – River Forest, IL 60305  
Community Room

### AGENDA

You may submit your written public comments via email in advance of the meeting to: [vbot@vrf.us](mailto:vbot@vrf.us). If you would like to speak during public comment, please email [lmaseila@vrf.us](mailto:lmaseila@vrf.us) by 4:00 PM on Monday, February 26<sup>th</sup>, 2024. Anyone may listen to the meeting by participating in a Zoom conference call as follows: dial-in number: 312-626-6799 with meeting ID: 820 6367 6956 or by clicking the link here: <https://us02web.zoom.us/j/82063676956> To watch the livestream and access the meeting materials, please go to the Village website: <https://www.vrf.us/events/event/2625>

1. Call to Order/Roll Call
2. Pledge of Allegiance
3. Citizen Comments
4. Elected Official Comments & Announcements
5. Consent Agenda
  - a. Village Board of Trustees Meeting Minutes – February 12<sup>th</sup>, 2024
  - b. Administration Department Report
  - c. Purchase of Emergency One Cyclone Single Axle 100' Quint Aerial Apparatus – Fire Services, Inc. of Saint John, Indiana – \$1,681,914.00
6. Consent Agenda Items for Separate Consideration
7. Recommendations of Boards, Commissions, and Committees
  - a. Sustainability Commission
    - i. Village Hall Electric Vehicle Charging Station Overstay Fee – Ordinance
  - b. Traffic & Safety Commission
    - i. Parking Space Striping and Additional Signage in the Northeast Quadrant
    - ii. Bollard Installations along Washington Boulevard
8. Unfinished Business
9. New Business
10. Executive Session
11. Adjournment

**ADA Compliance:** Any individual with a disability requesting a reasonable accommodation in order to participate in a public meeting should contact the Village at least 24 hours in advance of the scheduled meeting in person at Village Hall by telephone at 708.366.8500 or by email: [mwalsh@vrf.us](mailto:mwalsh@vrf.us). Every effort will be made to allow for meeting participation.

**VILLAGE OF RIVER FOREST  
REGULAR VILLAGE BOARD OF TRUSTEES MINUTES  
February 12<sup>th</sup>, 2024**

A regular meeting of the Village of River Forest Board of Trustees was held on Monday, February 12<sup>th</sup>, 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 7:00 p.m. Upon roll call, the following persons were:

Present: President Adduci, Trustees Vazquez, O’Connell, Brennan, Bachner, Johnson and Village Clerk Keller

Absent: Trustee Gillis

Also Present: Fire Chief Thomas Gaertner, Deputy Fire Chief Bochenek, Police Chief James O’Shea, Deputy Chief Greenwood, Police Commander Mike Swierczynski, Finance Director Rosemary McAdams, Assistant Finance Director KeKe Boyer, Public Works Analyst Seth Jansen, Superintendent of Public Works Brian Skoczek, Village Attorney Lance Malina, Human Resources Manager Trish Ivansek, Village Administrator Matt Walsh, Assistant Village Administrator Jessica Spencer, and Deputy Clerk Luke Masella

**MOTION** by Trustee Bachner to allow Trustee O’Connell to attend and participate in the meeting virtually due to work matters. Seconded by Trustee Johnson.

**Roll call:**

Ayes: Trustees Vazquez, Bachner, Brennan, Johnson

Absent: Trustee Gillis

Nays: None

**Motion Passes.**

**2. PLEDGE OF ALLEGIANCE**

President Adduci led the pledge of allegiance.

**3. CITIZEN COMMENTS**

President Adduci invited Patty Henek up to the podium to give public comment. Ms. Henek stated that she was speaking at the meeting to amplify a recent letter to the editor in the Wednesday Journal proposing a postmortem on the Lake and Lathrop Development. She shared hard copies of the letter with the Village Board.

Ms. Henek also addressed statements the Village has made regarding the project that she stated were disingenuous. She also stated that the Village Board's actions have enabled the development to be in the current state it is in today.

President Adduci invited Margie Cekander up to the podium to give public comment.

Ms. Cekander made public comment regarding statements and actions the Village has made surrounding the Proposed Text Amendments to the Commercial District Zoning Regulations that have gone before the Economic Development Commission and the Zoning Board of Appeals. Ms. Cekander also stated that the Village should and could do more to notify residents surrounding these proposed changes. Ms. Cekander also reported that some of the comments made by the Village about the Lake and Lathrop property are misleading and stated that the Village cannot afford another Lake and Lathrop misstep.

President Adduci invited William Belke up to the podium to give public comment.

Mr. Belke provided public comment surrounding the Lake and Lathrop development. Mr. Belke reported on the losses that have occurred due to the Lake and Lathrop project and suggested the Village conduct a review of the project to determine what went wrong and what could have been done better. He also stated that the Village needs to provide information regarding the Village funds that were used for the project.

President Adduci invited Mindy Credi to the podium to give public comment.

Ms. Credi thanked the Board and Administrator Walsh for including the flagpole item on the agenda that evening. Ms. Credi stated she was grateful that the policy maintained that a Village Trustee will represent the supervision of flags and maintained respect for current flagpole codes. Ms. Credi also noted being excited about the various possible flags and communities that could be represented on the second flagpole.

#### **4.ELECTED OFFICIAL COMMENTS & ANNOUNCEMENTS**

Trustee O'Connell thanked the Board for allowing him to participate via Zoom.

Trustee Johnson had no comments.

Trustee Brennan asked Administrator Walsh to address some of the concerns raised by Ms. Cekander.

Administrator Walsh addressed the concerns raised by Ms. Cekander and noted that staff is having discussions about how to improve information sharing with the public.

Trustee Brennan asked what the best ways for a resident are to be informed of meeting topics and if there is a way for residents to learn what will be on the agenda earlier than a few days before the meeting.

Administrator Walsh stated there is not an official form of communication as agendas can be fairly fluid and difficult to document leading up to meetings. He reiterated that staff is investigating how to get the information out in a better manner.

Trustee Bachner asked if text amendments require mailing letters to impacted residents.

Administrator Walsh stated that mailing letters would not be realistic as text amendments essentially impact everyone, unlike a limited variation.

Assistant Village Administrator Spencer provided information on some of the actions the Village has taken to spread the word regarding meetings.

Trustee Bachner stated that this appears to be an issue and the Village should continue to research further ways to share information surrounding the amendment.

Assistant Administrator Spencer suggested the Village could provide information on water bills.

Trustee Brennan asked staff to share the names of the social media accounts.

Administrator Walsh provided the platforms of the four social media accounts.

Trustee Johnson suggested the Village provides residents with public notice procedures and information to residents so they can understand how meetings work.

Trustee Brennan asked if there were any updates on the Lake and Lathrop property.

Administrator Walsh provided an update on court happenings surrounding the project.

Administrator Walsh reminded everyone that the Village retains Zoning Authority surrounding any potential new developments at Lake and Lathrop.

Village Attorney Malina provided some background information on the Lake and Lathrop court cases.

Clerk Keller had no public comments.

Trustee Vazquez reported attending the West Central Municipal Conference Meeting with other Village Board members and Village Staff. He also gave an update on grants that have become available through the American Association of Retired Persons.

Administrator Walsh stated that Public Works Analyst Jansen has already been researching and applying for the grants.

Trustee Bachner began her comments with a land acknowledgment. She had no further comments.

President Adduci reported attending the West Central Municipal Conference Meeting and encouraged others to attend in the future.

## **5. CONSENT AGENDA**

- a. Village Board of Trustees Meeting Minutes – January 22nd, 2024
- b. Administration Department Report
- c. Accounts Payable – January 2024 – \$2,779,276.13
- d. January 2024 Financial Report
- e. Department Monthly Reports
- f. Payment to Springbrook Holding Company LLC for Annual Maintenance – \$25,486.73
- g. Award of Contract – 2024 Asphalt Pavement Crack Sealing Project – SKC Construction, Inc – \$46,827.50
- h. Award of Contract – Street Patching Bid – Schroeder Asphalt Services – \$94,885.15
- i. Award of Contract – Street Improvement Bid – Schroeder Asphalt Services – \$612,486.30
- j. Award of Contract – 2024 Sewer Lining Bid – National Power Rodding Corporation – \$113,035.00
- k. Payment to Dell Marketing L.P. for Specific Computer Hardware – \$23,002.11
- l. Sustainability Commission Co-Chair – Ordinance
- m. Proclamation Designation Black History Month
- n. Village's Outdoor Flagpole Display Policy and Purchase of Second Flagpole

Trustee Bachner asked that Agenda item 5.N – Village's Outdoor Flagpole Display Policy and Purchase of Second Flagpole - be pulled for separate consideration.

**MOTION** by Trustee Johnson to approve Consent Agenda Items A - M. Seconded by Trustee Brennan

### **Roll call:**

Ayes: Trustees Vazquez, Bachner, Brennan, Johnson, O'Connell

Absent: Trustee Gillis

Nays: None

**Motion Passes.**

President Adduci acknowledged the Chairmen of the Sustainability Commission, Eric Simon, in the crowd and thanked him for attending.

## **6. CONSENT ITEMS FOR SEPARATE CONSIDERATION**

### **n. Village's Outdoor Flagpole Display Policy and Purchase of Second Flagpole**

Trustee Bachner asked how many flags could be flown on the proposed second flagpole.

Administrator Walsh stated he thinks it should be able to hold three flags.

**MOTION** by Trustee Vazquez to approve the updated Village's Outdoor Flagpole Display Policy and authorize Village Staff to execute the purchase of a second flagpole. Seconded by Trustee Johnson.

#### **Roll call:**

Ayes: Trustees Vazquez, Bachner, Brennan, Johnson, O'Connell

Absent: Trustee Gillis

Nays: None

**Motion Passes.**

## **7. RECOMMENDATIONS OF BOARDS, COMMISSIONS, AND COMMITTEES**

### **a. Sustainability Commission – Student Commissioner – Manolo Avalos – term expiring September 30th, 2024**

**MOTION** by Trustee Brennan to approve the appointment of Manolo Avalos to the position of Student Commissioner on the Sustainability Commission. Seconded by Trustee Vazquez.

Trustee O'Connell congratulated Mr. Avalos and asked about how the term period works for the Student Commissioner Position.

Mr. Jansen provided clarification on the position's term period.

Trustee Brennan inquired about Mr. Avalos's current academic year.

Mr. Avalos stated he is a senior in high school.

Trustee Vazquez and Trustee Bachner made comments in support of Mr. Avalos appointment.

#### **Roll call:**

Ayes: Trustees Vazquez, Bachner, Brennan, Johnson, O'Connell

Absent: Trustee Gillis

Nays: None

**Motion Passes.**

## **8. UNFINISHED BUSINESS**

None

## **9. NEW BUSINESS**

### **a. Police Department Purchases**

#### **i. Approval – Police Body Cameras – Axon Enterprise, Inc – \$160,000.00**

**MOTION** by Trustee Vazquez to enter into a purchase contract for 33 Body Worn camera systems and associated hardware, software, and data storage for \$160,000.00 for FY24 from Axon Enterprise, Inc. Seconded by Trustee Bachner.

Police Chief Jim O'Shea provided background information on the agenda items a.i and a.ii.

Deputy Chief Jim Greenwood gave a presentation on the camera systems.

Trustee Johnson asked if the department's rules need to be altered to reflect the implementation of the cameras.

Deputy Chief Greenwood stated some polices are still in place due to already existing in-car cameras.

Chief O'Shea stated that many rules are automatically required by Illinois State Statutes and the Village's insurance provider.

Trustee Vazquez asked if the motion should reflect the 5-year contract instead of the initial \$160,000.00 purchase.

President Adduci stated yes and asked if any grant money has been obtained for the cameras.

Deputy Chief Greenwood stated that the department has obtained grants and is continuing to look for more grant funds.

President Adduci asked if the costs are net of the grant money.

Deputy Chief Greenwood reported the grant money will be received after the initial purchase.

Trustee Bachner asked if the cameras will be implemented all at once.

Chief O'Shea stated they will be implemented all at once, subject to parts arriving.

Trustee Bachner asked how often the cameras are checked to be in working order.

Chief O'Shea stated before every shift the cameras are checked for functionality.

Trustee Bachner asked how long videos will be held in storage.

Chief O'Shea stated that the state law is 90 days outside of specific instances that are required such as videos for court cases.

Trustee Bachner asked if the audio from the cameras could interrupt the audio received through traditional radio forms, thus causing confusion.

Chief O'Shea stated it will be used as a backup feature.

Trustee Johnson asked how the public will be able to access the videos.

Village Attorney Malina stated that those regulations are spelled out in existing laws.

Trustee Brennan asked when the officers will have the cameras.

Chief O'Shea stated that the department should have the cameras prior to the mandated deadline.

President Adduci asked if the system is susceptible to hacking and what type of disaster recovery will this system use.

Chief O'Shea stated Axon is operating under Criminal Justice Information Services Security Policies.

Trustee Vazquez Amended his motion to reflect the cost of the entire contract with Axon.

**MOTION** by Trustee Vazquez to enter into a 5-year purchase contract for 33 Body Worn camera systems and associated hardware, software, and data storage for \$270,458.99 from Axon Enterprise, Inc. Seconded by Trustee Bachner.

**Roll call:**

Ayes: Trustees Vazquez, Bachner, Brennan, Johnson, O'Connell

Absent: Trustee Gillis

Nays: None

**Motion Passes.**

- ii. Approval – Police In-Car Camera Systems – Axon Enterprise, Inc – \$80,920.00

**MOTION** by Trustee Vazquez to enter into a 5-year purchase contract for (8) dash mounted camera systems and associated hardware, software, installation, and data storage for \$100,406.40 from Axon Enterprise, Inc.

**Roll call:**

Ayes: Trustees Vazquez, Bachner, Brennan, Johnson, O'Connell

Absent: Trustee Gillis

Nays: None

**Motion Passes.**

- b. Capital Improvement Program - Presentation

Administrator Walsh gave the Capital Improvement Plan Summary presentation. He began by thanking Village staff for their work on the document. Mr. Walsh noted that no board action will be required, and the purpose of the presentation is to introduce the plan.

Trustee Brennan asked if the Village has applied for a grant for the Solar Flower installation.

Administrator Walsh stated the Village is exploring grant opportunities for the Solar Flower and nearly every other purchase in the plan.

Trustee O'Connell asked if there are any existing plans regarding Village ambulances.

Fire Chief Gaertner provided clarification on the ambulances and other Fire Department purchases.

Trustee Vazquez noted that in future presentations, Village staff should note on the slides which items have been paid for by grants.

Trustee Brennan asked if the Lead Survey Program has been shared with multifamily and commercial properties.

Administrator Walsh stated the program has been only shared on social media and newsletters.

Administrator Walsh encouraged the Village Board to review the document in its entirety and feel free to suggest any projects.

Village President Adduci reminded staff that the Village, if they do not have one already, needs to have a I.T. disaster recovery plan.

**10.EXECUTIVE SESSION**

None

**11. ADJOURNMENT**

**MOTION** to adjourn by Trustee Vazquez. Seconded by Trustee Johnson.

Roll call:

Ayes: President Adduci, Trustees Vazquez, O'Connell, Bachner, Johnson, Brennan

Absent: Trustee Gillis

Nays: None

The Village Board of Trustees Meeting adjourned at 8:45 p.m.

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Jonathan Keller, Village Clerk

Date: \_\_\_\_\_



## MEMORANDUM

Date: February 26<sup>th</sup>, 2024

To: President Adduci & Village Board of Trustees

From: Matt Walsh, Village Administrator

Subject: Administration Report

### Upcoming Public Meetings

|                    |        |                                 |
|--------------------|--------|---------------------------------|
| Wednesday, March 6 | 6:00pm | Economic Development Commission |
| Monday, March 11   | 7:00pm | Village Board of Trustees       |
| Thursday, March 14 | 7:30pm | Zoning Board of Appeals         |

### 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                       |
|--------------------------|-------------|-----------------------------------|
| Al Warren Oil Co Inc     | \$15,481.37 | Fuel                              |
| Andy Frain Services Inc  | \$12,478.62 | Nov 2023 Crossing Guards          |
| Avalon Petroleum Company | \$12,988.56 | Fuel                              |
| Cargill Incorporated     | \$12,492.74 | Road Salt                         |
| Core & Main LP           | \$12,836.57 | Sewer & Water Meter Work          |
| Safebuilt LLC            | \$10,321.78 | Plan Review & Inspection Services |
| State Treasurer          | \$15,358.33 | State Income Tax                  |



## MEMORANDUM

DATE: February 26, 2024

TO: Matthew Walsh  
Village Administrator

FROM: Thomas Gaertner  
Fire Chief

SUBJECT: Approval of Purchase-Fire Department Quint Vehicle

**Issue:** Public safety agencies and local government organizations today face challenges of purchasing new equipment in a timely and cost saving manner. Manufacturers and equipment suppliers routinely initiate price increases along with constant production issues and extremely long delivery times. Staff is seeking approval to purchase an Emergency One Cyclone Single Axle 100' Quint Aerial Apparatus earlier than scheduled due to long build times.

**Analysis:** Included in the FY 2024 Budget (Five Year Capital Improvement Program) is \$1,800,000 to replace our 2001 Pumper (Engine 222) in FY 2026. Due to the long build times for fire apparatus (33 months) and to keep us on our replacement schedule, staff is recommending ordering the replacement apparatus as soon as possible. With increased maintenance costs and to provide more efficient use of current manning, staff would like to replace Engine 222 and Truck 219 with this 100' Quint Aerial Apparatus. Once placed into service, this vehicle can perform the tasks of both of our current vehicles (firefighting, rescue, and EMS) and will reduce operational and maintenance costs at over \$1,222,000 over the next ten years. It will also allow us to use our current staffing more efficiently and in a much safer manner.

**Costs:** Total cost \$1,681,914.00 on delivery. Emergency One's 100' Quint is cheaper through SourceWell pricing and better suited to the River Forest Fire Department's needs. Additional cost savings would also be incurred with the sale of Engine 222 (\$3,000-\$5,000) and Truck 219 (\$400,000-\$500,000) prior to delivery of the new vehicle. Staff will also be pursuing a FEMA Assistance to Firefighters Grant, which if awarded could help fund 75% of the purchase.

**Recommendation:** Motion to approve the purchase of a one (1) Emergency One Cyclone Single Axle 100' Quint Aerial Apparatus from Fire Service, Inc. of Saint John, Indiana for \$1,681,914.00

### Attachments:

Fire Service, Inc. Sales Contract



## **SALES CONTRACT**

This agreement made by and between **FIRE SERVICE, INC** (Company) and (Buyer)

### **Village of River Forest**

(Legal Name of Buyer)

**400 Park Ave, River Forest, IL 60305**

(Address, City, State, Zip Code)

1. **ACCEPTANCE:** The "Company" agrees to sell and the "Buyer" agrees to purchase the apparatus and equipment described in the E-ONE\Fire Service, Inc. specifications as one (1) **E-ONE Cyclone Single Axle 100' Quint Aerial Apparatus** (Quote 127963) and made part of this contract, in accordance with the terms and conditions listed on contract pages 1, 2, 3 & 4.

2. **DELIVERY:** The apparatus shall be ready for delivery in approximately 33 Months, after the receipt of signed (approved by both The Company and The Buyer) pre-construction documents and drawings. The Company cannot be held liable for penalties and / or delays due to strikes, failures to obtain materials, fires, accidents, force majeure, pandemics, civil wars, riots, delays in the manufacturing due to long lead times on materials, delays in manufacturing due to labor shortages, floods, explosions, hurricanes, or any other causes beyond the Company's control.

In order to establish a stable design, procurement, and build schedule, a Buyer change order cutoff date of eight (8) Days from the date of the execution of the contract will be enforced. Changes in major components, configuration, or other items that may change the major components or configuration, (e.g.: engine, transmission, axles, water tank, body, fire pump) will not be allowed after the contract execution date.

If inability to obtain exclusive or brand name materials causes completion or delivery problems, the Company shall advise the Buyer of said problem. The Company resolves to examine alternative sources of said material. Material substitutions shall be mutually agreed upon by the Buyer and the Company. No substitutions shall be made without the execution of a written change order by the Buyer.

3. **CHANGE ORDERS:** Changes to the contract may be requested by the Buyer after the execution of the contract according to Section 2 of this document. Any change orders will delay production time. Changes shall be reviewed for cost and schedule impact by the Company. Changes shall be sequentially numbered and are not considered approved until a change order from both parties is signed. Change Orders shall be prepared by the Company and executed by the Buyer. The price of the apparatus shall be adjusted to take



into account any Change Orders. **Any and all Change Orders will extend the completion and delivery of the apparatus.**

4. **SPECIFICATIONS:** The Company agrees that all materials, workmanship, and warranties in and about this apparatus shall comply with the hereto attached E-ONE\Fire Service, Inc. Proposal Quote 127963 dated January 31, 2024.

5. **WARRANTY:** The Warranties in and about this apparatus shall comply with the hereto attached E-ONE\Fire Service, Inc. Proposal Quote 127963 dated January 31, 2024.

6. **PRICE:** The Buyer shall pay, as a purchase price for the apparatus, the sum of **\$ 1,681,914.00**. All prices are less any applicable local, state, or federal taxes which may be applied to the apparatus proposed.

7. **TERMS OF PAYMENT:**

- a) **Terms of payment:** The above amount is due at the time of completion and delivery of the apparatus.

The purchase price payment reflects US dollars and does not include any authorized change orders which, if applicable, shall be paid at time of final inspection and signed acceptance by both the buyer and seller.

- b) No payment of any amount shall be made payable to a sales representative without written approval from the company.
- c) "Late Payment" A late fee of .025% of the sale price will be charged per day for overdue payments beginning ten (10) days after the payment is due for the first 30 days. The late fee increases to .050% per day until the payment is received.
- d) It is agreed that the apparatus and equipment covered by this contract shall remain the property of the Company and not be placed in service until the entire contract price has been paid.
- e) A copy of the Buyer's tax-exempt certificate, if applicable, shall be submitted with this signed contract.
- f) A Fire Service, Inc. Title Information form attached, properly filled out, and submitted with this contract.

8. **FIRE SERVICE, INC** requires, and the Customer agrees, that the unit shall be inspected and / or delivered within seven (7) days of notice that the unit has been received



at the dealership. No add-ons will be completed at the dealership without a customer inspection and payment of vehicle before the agreed upon add-ons are to be started by Fire Service, Inc.

9. **CANCELLATION:** In the event this Agreement is cancelled or terminated by the buyer before completion there will be a cancellation fee charged to the buyer. The following charge schedule based on costs incurred will be applied (a) 10% of the Purchase Price after the order is accepted and entered by Fire Service, Inc. (b) 20% of the purchase price after signed drawings from Pre-Construction, and (c) 30% of the Purchase Price after material requisition. Once the vehicle is in production there will be no cancellation allowed.

This contract, to be binding, must be signed by an officer of **Fire Service, Inc** or a person authorized, in writing, by **Fire Service, Inc.** to do so.

10. **TAG-ON / ADDITIONAL ORDERS:** The Company, at its sole discretion, would allow the terms of this contract to be extend both in terms to the Buyer as well as to other entities for similar unit(s) for a time period of 24 months after this contract is signed by both parties. To accommodate for pricing, the Company would quote the original prices plus manufactures price increases or Producer's Price Index (PPI) as it applies to either Fire Apparatus and/or heavy commercial truck market. After execution of this contract, which ever PPI or the Manufacturer's price increase is greater will be used. Additionally, any regulatory changes (NFPA, EPA/Engine Emissions, FMVSS, etc.) would also have to be added as they become applicable. Change orders changing these units from the original quotation would need to be authorized, signed, and accepted as normal. Any entity using the tag-on process would be required to sign a new contract commencing the relationship. If the purchasing agency is not the BUYER, a separate contract will be required to complete the additional purchases. Additionally, any new tag-on order would require a separate Performance bond if initially required by the purchaser.

This contract, including its appendices, embodies the entire understanding between the parties relating to the subject matter contained herein and merges all prior discussions and agreements between them. No agent or representative of the Company has authority to make any representations, statements, warranties, or agreements not herein expressed and all modifications of amendments of this agreement, including any appendices, must be in writing signed by an authorized representative of each of the parties hereto.

No surety of any performance bond given by the Company to the Buyer in connection with this Agreement shall be liable for any obligation of the Company arising under the Standard Warranty.



11. **GOVERNING LAW:** This Agreement shall be governed by and construed in accordance with the laws of the State of Indiana without giving effort to principles of conflict of laws. Buyer and Company irrevocably and unconditionally agrees that any suit, action, or other legal proceeding arising out of or relating to this agreement shall be brought in a court of record of the State of Indiana.

IN WITNESS WHEREOF, the Buyer and the Company have caused this contract to be executed by their duly authorized representatives.

| COMPANY   | BUYER  |
|---|--|
| <b>Fire Service, Inc.</b><br><b>9545 North Industrial Drive</b><br><b>Saint John, Indiana 46373</b> | <b>Village of River Forest</b><br><b>400 Park Ave.</b><br><b>River Forest, IL. 60305</b> |
| BY: <u>Jim Castellano</u>   | BY: _____  |
| NAME: <u>Jim Castellano</u>   | NAME: _____  |
| TITLE: <u>VP of Sales</u>   | TITLE: _____   |
| DATE: <u>02/08/2024</u>   | DATE: _____  |



### Title Information Form

Please fill out the proper title information and return with the order submission. Please make sure the information is correct. This title will be processed using the information provided and **cannot** be changed. In the event that the information is incorrect, a new title will have to be ordered. Title form needs to be completed for **each** unit purchased.

FED ID # \_\_\_\_\_ Tax Exempt # \_\_\_\_\_

Customer: \_\_\_\_\_

(Name)

\_\_\_\_\_  
(Address)

\_\_\_\_\_  
(City, State, Zip)

If the unit is being financed and has a lien holder, please fill out the information below.

Lien Holder Name: \_\_\_\_\_

(Name)

\_\_\_\_\_  
(Address)

\_\_\_\_\_  
(City, State, Zip)

ALL MSO's and title paperwork are sent via UPS and require a signature. UPS cannot deliver to a P.O. Box. Does the title need to go somewhere other than the customer address listed above? If no, please leave blank.

Name \_\_\_\_\_

Address \_\_\_\_\_

City/State/Zip \_\_\_\_\_

#### **Submitted:**

Customer Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Customer Name and Title (printed): \_\_\_\_\_

Dealer Signature: \_\_\_\_\_ Date: \_\_\_\_\_

***Submit this form to the Sales / Contract Administrator with the completed order information package.***

FSI Use Only:

SO #: \_\_\_\_\_

Chassis VIN: \_\_\_\_\_



**Village of River Forest**  
**Public Works and Development Services**

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

**MEMORANDUM**

Date: February 26, 2024

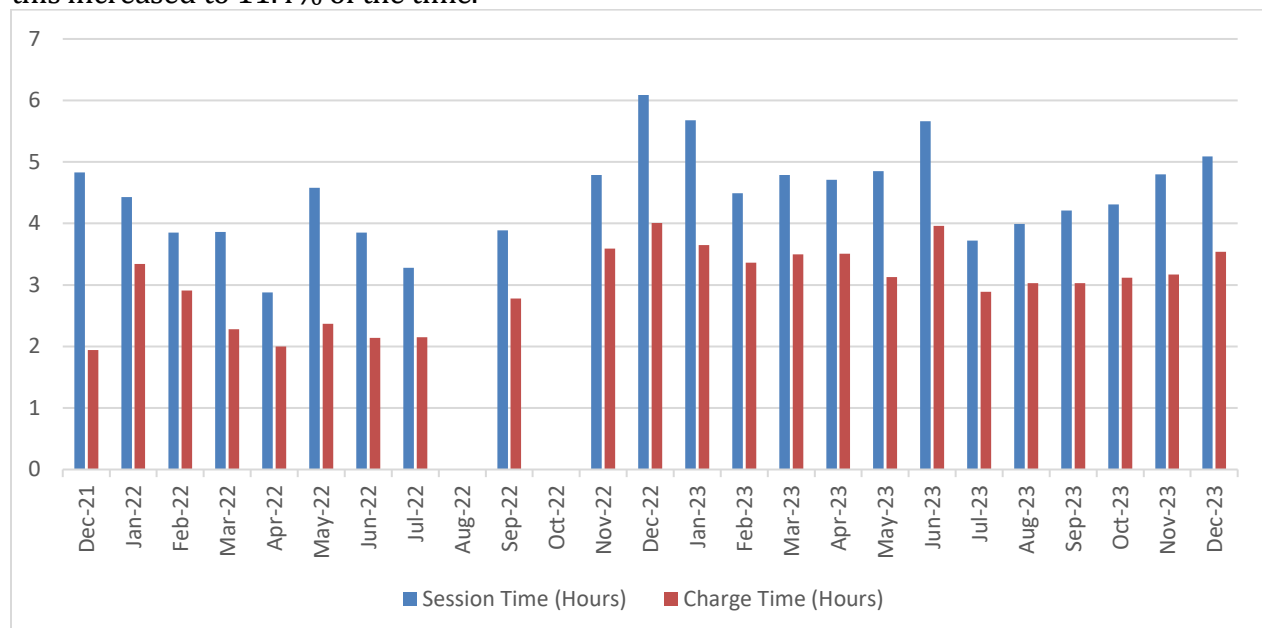
To: Catherine Adduci, Village President  
Village Board of Trustees

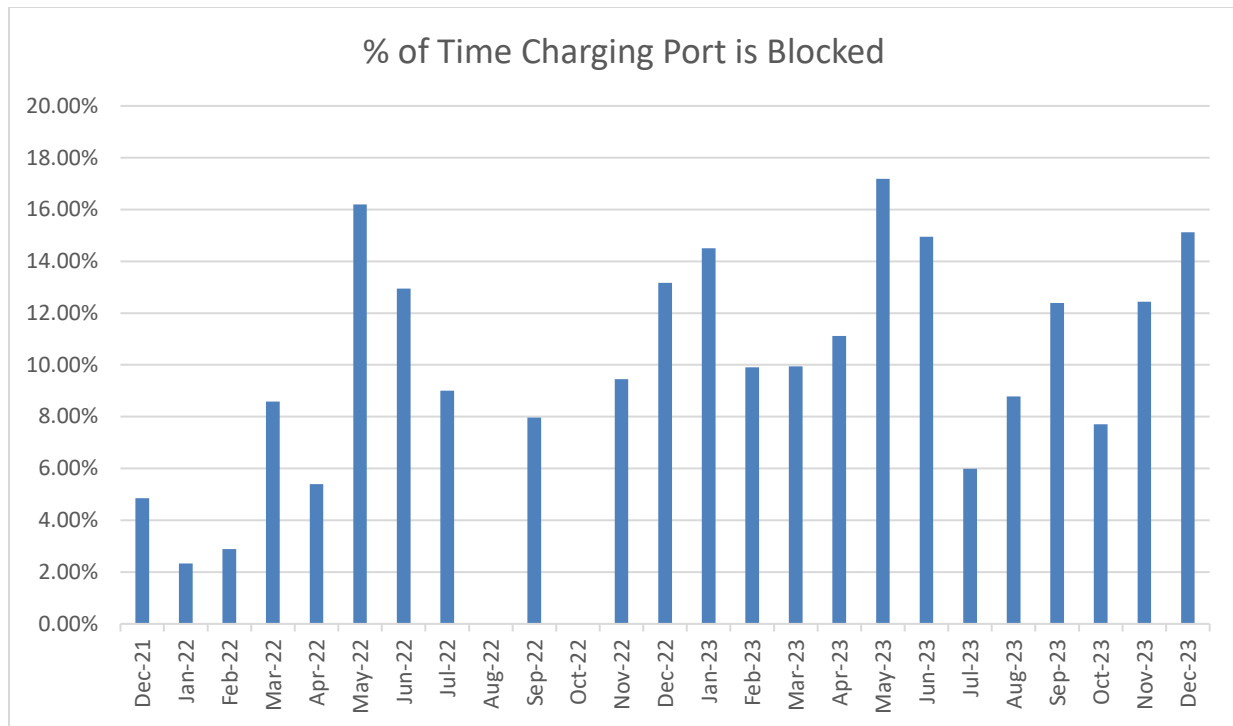
From: Seth Jansen, Management Analyst

Subj: Village Hall Electric Vehicle Charging Station Overstay Fee

The Village of River Forest currently has one dual-port Electric Vehicle ("EV") Charging Station located at Village Hall. This charging station is free for public use, meaning any individual with an EV can use the charging station at no cost.

For months where data was available (all months between December 2021 and December 2023, excluding August and October of 2022), the average charging time was approximately 3 hours. During this same timeframe, the average session time, in which an EV was utilizing a port, was approximately 4 hours and 28 minutes, leaving the ports to be blocked for an additional hour and 28 minutes after the vehicle has finished charging. Since installation, the ports have been blocked by a fully charged vehicle 10.1% of the time; in calendar year 2023, this increased to 11.4% of the time.





The charging station manufacturer, ChargePoint, allows station owners to establish various types of fees through station owner dashboard on their website. Because all ChargePoint users are required to have the ChargePoint mobile app to utilize the charging station, they will be notified of the potential fee upon usage and upon completion of charging. Fee structures are available to allow for the Village to begin assessing charges either after a specific amount of time utilizing the charging station or after the vehicle has stopped charging or is fully charged. Such a fee can be assessed as a flat fee, an hourly fee, or a by-the-minute fee; minimum and maximum fee amounts can also be established.

Following discussion at the January 9, 2024, and February 13, 2024, Sustainability Commission Meetings, the attached proposed ordinance was drafted to address the issue of vehicles remaining parked at the EV Charging Station located at Village Hall after completion of charging. Input from the Commissioners resulted in a consensus that two hours of free charging, which can provide up to 50 miles of driving capability for an EV, is a sufficient amount of time for a vehicle to utilize the charging station. The Commission also agreed that a fee beyond this point will disincentivize individuals from remaining parked at the station after they have completed a charge.

It was alternatively suggested by the Commission that a fee of ten dollars per hour be established after the second hour and that this fee be capped at thirty dollars per charging session, which is the equivalent of a Village parking violation fine. These fee specifications can be established through the station owner dashboard on the ChargePoint website, allowing for efficient implementation of said fee. To assess such a fee, the Village of River Forest, as a non-home rule community, must adopt an ordinance specifying the type of fee, the timing of the charging length or grace period, and the fee rate.

**Recommendation:** Motion to approve an ordinance establishing restrictions and fees for the Village's Electric Vehicle Charging Stations.

**Attachment:**

- Draft Ordinance
- Metropolitan Mayors Caucus Public Charging Station Fee Table

**ORDINANCE NO. \_\_\_\_**

**AN ORDINANCE AMENDING CHAPTER 2 (TRAFFIC REGULATIONS) OF TITLE 9  
(TRAFFIC REGULATIONS) OF THE RIVER FOREST VILLAGE CODE  
REGARDING THE USE OF A VILLAGE-OWNED ELECTRIC VEHICLE CHARGING  
STATIONS**

**WHEREAS**, the Village of River Forest (“Village”), is a non-home rule unit of local government as provided by Article VII, Section 7 of the Illinois Constitution of 1970; and

**WHEREAS**, the Village installed one dual-port Electric Vehicle (“EV”) Charging Station located at Village Hall in 2021; and

**WHEREAS**, the charging station has been free for public use; and

**WHEREAS**, this is the only publicly available charging station currently located within the Village; and

**WHEREAS**, the average charging time at the station has been approximately 3 hours; and

**WHEREAS**, the average session time, in which an EV was utilizing a port, was approximately 4 hours and 28 minutes, leaving the ports to be blocked for an average of an additional hour and 28 minutes after a vehicle has finished charging; and

**WHEREAS**, the charging station ports have been blocked by a fully charged vehicle 10.1% of the time; and

**WHEREAS**, in calendar year 2023, the percentage of time the ports have been blocked has increased to 11.4% of the time; and

**WHEREAS**, the Village seeks to encourage equitable use of the EV Charging Station; and

**WHEREAS**, two hours of charging time can provide an EV with up to 50 miles of driving capability; and

**WHEREAS**, the Village’s Sustainability Commission considered the fees set forth in this Ordinance at meetings held on January 9, 2024 and February 13, 2024 and voted unanimously to recommend the Village adopt such an ordinance; and

**WHEREAS**, the President and Board of Trustees of the Village find that limiting free charging to two hours will disincentivize vehicles from remaining parked at the EV Charging Station after charging and encourage more equitable use of the charging station;

**NOW, THEREFORE, BE IT ORDAINED** by the President and Board of Trustees of the Village of River Forest, Cook County, Illinois, as follows:

**SECTION 1: Incorporation.** That the recitals above shall be and are hereby incorporated in this Section 1 as if restated herein.

**SECTION 2: Code Amendment.** That Section 20 (Village Parking Lots) of Chapter 2 (Traffic Regulations) of Title 9 (Traffic Regulations) of the Village Code is hereby amended to read, in part, as follows, with additions underlined:

**“9-2-20: VILLAGE PARKING LOTS:**

[. . .]

F. Restrictions:

1. No trucks shall be eligible to purchase an overnight parking permit.
2. No recreational vehicles shall be permitted.
3. Only vehicles displaying a current River Forest vehicle license and a valid parking permit as described in this section shall be allowed to use the Thatcher Avenue east lot, the park and lake lot, the twenty five designated spaces in the CVS lot; and the eight designated spaces in the 418 Franklin lot.
4. Only overnight parking permit holders who can provide evidence of a current monthly Metra commuter pass shall be eligible to make application for a daytime parking permit in the Thatcher east lot.
5. Only vehicles in operable condition may be parked in a Village parking lot.
6. No motor vehicle shall be parked in a Village parking lot between two o'clock A.M. and six o'clock A.M. of any day, except as expressly permitted by the Police Department or unless the motor vehicle has an overnight parking permit.
7. Parking in a Village parking lot shall be only in spaces striped for parking and it shall be unlawful to park in any area of a lot which is not striped for parking or which has signs prohibiting parking, or to park a vehicle in such a manner that incorporates the use of more than one designated parking stall. The use of "Village Hall lots" shall be limited to Village of River Forest employees and/or other authorized lot users.
8. Twenty spaces in the 418 Franklin lot shall be restricted to three hour parking.
9. The use of a Village-owned electric vehicle charging station and adjacent electric vehicle parking spaces shall be limited to electric vehicles connected to an electric vehicle charging station. There shall be no fee or charge for the first two hours of charging after connecting to a Village-owned electric vehicle charging station. After the two-hour period, the usage fee for electric vehicle charging shall be ten dollars (\$10.00) per sixty-minute interval, with a maximum fee of thirty dollars (\$30.00).

[. . .]”

**SECTION 4: Continuing Effect.** That all parts of the Village Code not amended herein shall remain in effect.

**SECTION 5: Severability.** That if any Section, paragraph or provision of this Ordinance shall be held to be invalid or unenforceable for any reason, the invalidity or unenforceability of such Section, paragraph or provision shall not affect any of the remaining provisions of this Ordinance.

**SECTION 6: Repeal.** That all ordinances, resolutions, motions or parts thereof in conflict with this Ordinance shall be and the same are hereby repealed.

**SECTION 7: Effectiveness.** That this Ordinance shall be in full force and effect upon its passage and approval according to law.

**PASSED** this February 26, 2024 by the Village President and Board of Trustees pursuant to a roll call vote as follows:

**AYES:** \_\_\_\_\_

**NAYS:** \_\_\_\_\_

**ABSENT:** \_\_\_\_\_

**APPROVED** by me this \_\_\_\_\_

\_\_\_\_\_  
Catherine Adduci, Village President

ATTEST:

\_\_\_\_\_  
Jonathan Keller, Village Clerk

**Level 2 Charging Station Fees**  
**Municipal and County Chargers**

| <u>Name of location</u>   | <u>Address</u>                        | <u>Cost</u>  | <u>Charger</u>          |
|---|---------------------------------------|--|-------------------------|
| Countryside City Hall   | 803 Joliet Rd., Countryside           | Free   | ChargePoint             |
| Evanston: Maple Avenue Garage (City-owned)                      | 1810 Maple Ave., Evanston             | Free charging up to 3 hours; parking free for 1 hr and free on Sundays | ChargePoint, Tesla      |
| Evanston: Sherman Plaza Parking Garage (City-owned)             | 821 Davis St., Evanston               | Free charging, 3-hr limit; parking costs \$1 for 1 hr, \$3 for 2-3 hrs | ChargePoint             |
| Franklin Park Village Hall                                      | 9500 Belmont Ave., Franklin Park      | Free   | ChargePoint             |
| Glencoe Village Court Parking Lot                               | 675 Vernon Ave., Glencoe              | \$0.15/kWh (2-hr limit b/t 7am-9pm), overnight parking allowed         | ChargePoint             |
| Hoffman Estates Village Hall                                    | 1900 Hassell Rd., Hoffman Estates     | First hr: free, thereafter: \$1/hr                                     | ChargePoint             |
| Joliet: Will County Health Department                           | 1106 Neal Ave., Joliet                | Free   | ChargePoint             |
| Kane County Courthouse  | 100 S. 3rd St., Geneva                | \$0.15/kWh   | ChargePoint             |
| Kane County Government Center                                   | 719 S. Batavia Ave., Geneva           | \$0.15/kWh   | ChargePoint             |
| Lockport City Hall  | 222 E. 9th St., Lockport              | Free, but four-hour session limit and no overnight parking             | ChargePoint             |
| Mount Prospect Village Hall                                     | 50 S. Emerson, Mount Prospect         | \$1/hr (minimum \$1, max is \$10 per session)                          | ChargePoint             |
| Mount Prospect: Maple St Parking Deck (Village-owned)           | 304 S. Maple St., Mount Prospect      | \$1/hr to charge EV (parking itself is free in garage)                 | ChargePoint             |
| Oak Park Village Hall   | 123 Madison St., Oak Park             | Free   | ChargePoint             |
| Park Forest Village Hall  | 367 Artists Walk, Park Forest         | Free   | ChargePoint             |
| River Forest Village Hall                                       | 400 Park Ave., River Forest           | Free   | ChargePoint             |
| Skokie Village Hall   | 5127 Oakton St., Skokie               | Free for first 2 hrs, \$1/hr thereafter                                | ChargePoint             |
| Western Springs: Grand/Burlington, along tracks (Village-owned) | 1013 Burlington Ave., Western Springs | Free for 3 hrs, then \$20/hr   | ChargePoint             |
| Wilmette Village Hall   | 1200 Wilmette Ave., Wilmette          | Free   | Not listed on PlugShare |
| Winnetka: Municipal parking lot at Chestnut and Elm             | 820 Elm St., Winnetka                 | \$0.08/kWh   | ChargePoint             |
| Winnetka: Municipal lot at 588 Lincoln Ave.                     | 588 Lincoln Ave., Winnetka            | \$0.08/kWh   | ChargePoint             |
| Primary Source of Information: PlugShare                        |                                       |  |                         |

**Level 2 Charging Station Fees**  
**Commercial, Private Universities, etc.**

| <u>Name of location</u>                                     | <u>Address</u>  | <u>Cost</u>  | <u>Charger</u>  |
|---|---|--|---|
| Bloomingtondale: Walgreens                                  | 180 E. Lake St., Bloomingtondale                                | Free, but two-hour limit on the two Volta stations   | Volta   |
| Bolingbrook: Walgreens                                      | 1295 Lily Cache Ln, Bolingbrook                                 | Free   | Volta   |
| Chicago Ridge Mall  | 9700 Ridgeland Ave., Chicago Ridge                              | Free for 2 hrs   | Volta   |
| Crete: Kohl's   | 23755 Volbrecht Rd., Crete                                      | \$1.25/hr  | ChargePoint   |
| Elk Grove Village: Best Western Hotel                       | 100 Busse Rd., Elk Grove Village                                | Free   | ClipperCreek, Tesla   |
| Evanston: Northwestern University - North Garage            | 2311 N. Campus Dr., Evanston                                    | First three hours: free, thereafter: \$3.25/hr; parking costs \$8 from 8 a.m. to 4 p.m. weekdays for visitors, free during other hours |   |
| Evanston: Northwestern University - South Campus Garage     | 1841 Sheridan Rd., Evanston                                     | First three hours: free, thereafter: \$3.25/hr; parking costs \$8 from 8 a.m. to 4 p.m. weekdays for visitors, free during other hours | Some are ChargePoint  |
| Frankfort: Kohl's   | 11055 W. Lincoln Hwy, Frankfort                                 | Free, 2-hr limit   | Volta   |
| Harvey: Ingalls Memorial Hospital                           | 1 Ingalls Drive, Harvey   | \$0.14/hr, \$20 max; parking also requires payment   | ChargePoint   |
| Hazel Crest: Advocate South Suburban Hospital               | 17800 Kedzie Ave., Hazel Crest                                  | \$0.15/kWh   | ChargePoint   |
| Itasca Country Club   | 400 E. Orchard St., Itasca                                      | Free   | ClipperCreek  |
| Itasca: Eaglewood Resort & Spa                              | 1401 Nordic Rd., Itasca   | Free   | ClipperCreek, Tesla   |
| Itasca: The RDI Group (Production Equipment & Machinery)    | 1025 W. Thorndale Ave., Itasca                                  | \$0.39 per kWh for Blink members, \$0.49 per kWh for Blink guests  | Blink   |
| Itasca: Mortenson Company (Construction Company)            | 300 Park Blvd., Itasca  | First four hours: \$0.10/hr, thereafter: \$5/hr  | ChargePoint   |
| Joliet: North Ridge Mall                                    | 1498 North Larkin Ave., Joliet                                  | \$2 min, \$2/hr for up to 24 hrs   | ChargePoint   |
| Lemont: Kohl's  | 13440 Archer Ave., Lemont                                       | \$1.25/hr  | ChargePoint   |
| Morton Grove: Amazon Fresh                                  | 6939 Dempster St., Morton Grove                                 | Free   | Volta   |
| Oak Brook Center  | Various addresses in different parts of mall parking, Oak Brook | Free   | Volta   |
| Oak Lawn: Amazon Fresh                                      | 4031 W. 95th St., Oak Lawn                                      | Free   | Volta   |
| Oak Lawn: Advocate Christ Medical Center                    | 9439 S. Kostner Ave., Oak Lawn                                  | \$0.15/kWh   | ChargePoint   |
| Park Ridge: Advocate Lutheran General Hospital              | 1701-1799 Vernon Ave., Park Ridge                               | \$0.15/kWh   | ChargePoint   |
| Prospect Heights: Union Ale House                           | 1211 S. Wolf Rd., Prospect Heights                              | \$4/hr   | Not listed on PlugShare   |
| Rolling Meadows: Meijer                                     | 1301 Meijer Dr., Rolling Meadows                                | First hour: free, thereafter: \$2/hr   | ChargePoint Level 2 chargers, Tesla   |
| Romeoville: Lewis University                                | 333 University Dr W, Romeoville                                 | \$0.25/kWh   | Superchargers (Fast chargers) require payment (Cost not listed on PlugShare.) |
| Schaumburg: IKEA  | 1800 McConnor Pkwy, Schaumburg                                  | \$0.19/kWh   | ChargePoint   |
| Schaumburg Corners Shopping Center                          | 16 E. Golf Rd., Schaumburg                                      | Free, but two-hour limit   | ChargePoint   |
| Skokie: Westfield Old Orchard Parking Garage                | 4989 Old Orchard Ctr, Skokie                                    | Free   | Volta   |
| South Barrington: The Arboretum (shopping, restaurant area) | 100 W. Higgins Rd., South Barrington                            | Free   | Volta   |
| South Elgin: Jewel  | 353 S. Randall Rd., South Elgin                                 | Free   | Volta   |

Source: PlugShare

**Level 2 Charging Station Fees**  
**Other Public Entities**

| <u>Name of location</u>                      | <u>Address</u>                       | <u>Cost</u>   | <u>Charger</u> |
|--|--------------------------------------|---|----------------|
| Bensenville Community Public Library         | 200 S. Church Rd., Bensenville       | Free  | ClipperCreek   |
| Bridgeview Courthouse                        | 10116-10200 S. 76th Ave., Bridgeview | \$0.15/kWh for first 2 hrs; thereafter: \$2/hr                            | ChargePoint    |
| Brookfield: Riverside-Brookfield High School | 3411 Hollywood Ave., Brookfield      | \$3/hr  | ChargePoint    |
| DeKalb: Kishwaukee Water Reclamation Dist    | 1301 Sycamore Rd., DeKalb            | Free  | ChargePoint    |
| Des Plaines Metra                            | 678 Lee St., Des Plaines             | \$0.50/hr (Min: \$0.50)   | ChargePoint    |
| Des Plaines: Oakton Community College        | 1600 E. Golf Rd., Des Plaines        | Free  | ChargePoint    |
| Franklin Park Metra Lot                      | 3148 Rose St., Franklin Park         | Free  | ChargePoint    |
| Markham Courthouse                           | 16501 Kedzie Ave., Markham           | \$0.15/kWh; parking free for first 2 hrs, \$2 thereafter, \$8 max to park | ChargePoint    |
| Rolling Meadows High School                  | 2901 Central Rd., Rolling Meadows    | \$0.50/hr (which is a max of \$12 for every 24 hrs)                       | ChargePoint    |
| Wilmette Park District                       | 3000 Glenview Rd., Wilmette          | Free  | ClipperCreek   |

Source: PlugShare



## MEMORANDUM

**DATE:** February 26, 2024

**TO:** Matt Walsh, Village Administrator

**FROM:** Bill Koclanis, Civil Engineering Technician

**SUBJECT:** Traffic and Safety Commission Recommendations – January 17, 2024 Meeting

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**Item 1:** Stripe existing parking spaces along Monroe Avenue, William Street, and Clinton Place between North Avenue and LeMoyne Street.

**Item: 2:** Install a 25 MPH Speed Limit sign along the southbound direction of Monroe Avenue between North Avenue and LeMoyne Street.

**Analysis:** Thomas Engineering Group (TEG) completed a supplemental report to The Village Wide Traffic Study with regards to streets in the Northeast Quadrant. Jackson Avenue, Monroe Avenue, William Street, Clinton Place, and Bonnie Brae Place were studied for traffic volume and speed between North Avenue and LeMoyne Street. Within the report TEG used the recently adopted Traffic Calming Toolbox to determine what level of traffic calming measures would be appropriate. The report indicated that parking space striping should be added to the existing parking spaces along Monroe Avenue, William Street, and Clinton Place. This would help maintain a narrow road appearance which in turn may help slow down vehicle traffic.

TEG also identified a missing speed limit sign in the southbound direction of Monroe Avenue between North Avenue and LeMoyne Street. Their recommendation is to install a 25 MPH Speed Limit sign in the southbound direction of Monroe Avenue.

At the January 17, 2024 Traffic and Safety Commission Meeting, the commission discussed the findings in the report. The Commission agreed with TEG's recommendations.

### **Traffic and Safety Commission Recommendation**

The Traffic and Safety Commission recommends that the existing parking spaces along Monroe Avenue, William Street, and Clinton Place be striped between North Avenue and LeMoyne Street.

The Commission also recommends that a 25 MPH Speed Limit Sign be installed in the southbound direction of Monroe Avenue between North Avenue and LeMoyne Street.

If the Village Board agrees with the recommendations from the Traffic and Safety Commission, no motion is required, and Staff will implement the changes at the appropriate time.

### **Attachments:**

Northeast Quadrant Count & Speed Summary

## TRAFFIC CALMING TOOLBOX SCORING

### TECHNICAL MEMORANDUM

TO: Bill Koclanis, Village of River Forest  
FROM: Jim Yuratovac, Thomas Engineering Group, LLC  
DATE: January 8, 2024  
RE: Northeast Quadrant Count Summary

TEG performed the following traffic counts along several roads in the Northeast portion of the Village previously excluded from the scope of our Village-wide traffic study. Initial volume counts were performed in 2022 by KLOA and since that time barricades have been installed and then removed at the intersections of North Ave and Clinton Pl and North Ave and Bonnie Brae. The barricades blocked access to/from the Village at both intersections and were removed roughly one month before TEG performed our speed/volume data collection. The goal of these counts was to score each location using the Traffic Calming Toolbox recently adopted by the Traffic and Safety Commission to determine what level (if any) traffic calming measures would be appropriate.

The Village requested TEG make comparisons to the previous traffic counts performed by KLOA to evaluate traffic changes from previous years. TEG would like to note the installation/removal of the barriers at Clinton and Bonnie Brae may have led to prolonged changes in driver behavior and altered volumes along all roads counted by TEG when compared to data previously collected by KLOA, thereby making it hard to draw direct comparisons.

The issue reported by residents is that drivers from North Ave use their residential streets to avoid waiting for traffic backed up along North Ave (specifically the intersection of North Ave and Harlem Ave). The results of this study will determine if there are elevated traffic volumes or speeds along any of the studied roads and the best ways to mitigate these issues.

#### **Jackson Avenue: North Avenue – Le Moyne Parkway**

Jackson Ave received a score of 36 points from the Traffic Calming Toolbox. This indicates Level 1 improvements can be used at this location. The 85th percentile speed along the road was 30 mph which is 5 mph over the posted limit. There were 4 crashes along the studied route in the previous 5 years or <1 crash per year. The average daily traffic of 1,187 vehicles is appropriate for a local/residential road.

The road has a peak hour volume of approximately ~140 (AM) / 145 (PM) vehicles. This equates to roughly two vehicles per minute during the highest volume hour of operation. In the previous KLOA traffic counts Jackson Ave had an AM peak hour of 191 vehicles and a PM peak hour of 143 vehicles. While past peak hour volumes were slightly higher TEG noted that KLOA volume count data was collected at the intersection of North Ave and Jackson while TEG collected speed/volume data at a mid-block point south of the entrance to Fresh Thyme Market. Because of this discrepancy in data collection TEG could not count the drivers turning into the market before reaching TEG's count device. This most likely explains why the previous KLOA count data appears to show higher volumes.



Based on the volumes and speeds collected along with the low crash rates TEG believes minimal, if any, traffic calming is necessary. The road appears to operate safely in the existing conditions with no need for updates.

#### **Monroe Avenue: North Avenue – Le Moyne Parkway**

Monroe Ave received a score of 45 points from the Traffic Calming Toolbox. This indicates Level 2 improvements can be used at this location. The 85th percentile speed along the road was 35 mph which is 10 mph over the posted limit. There were 5 crashes along the studied route in the previous 5 years or 1 crash per year on average. The average daily traffic of 1,181 vehicles is appropriate for a local/residential road.

The road has a peak hour volume of approximately ~100 (AM) / 120 (PM) vehicles. This equates to roughly two vehicles per minute during the highest volume hour of operation. In the previous KLOA traffic counts Monroe Ave had an AM peak hour of 102 vehicles and a PM peak hour of 85 vehicles. Past peak hour volumes were 15-30% lower than what TEG found for the existing road. This may be due to the effects of blocking off Clinton Pl and Bonnie Brae – even after removing the barricades drivers may continue to use new routes through the Village that became habit after the barricades were installed.

Drivers are speeding along Monroe Ave more than any other route studied. The issue was specifically with southbound drivers speeding while northbound drivers had an 85th percentile speed 3 mph lower than southbound drivers. Seeing southbound drivers engaging in more speeding than northbound drivers supports the idea that faster drivers are using the road to avoid traffic along North Ave. Regardless, seeing that both directions of traffic were speeding over 5 mph over the posted limit TEG made sure traffic calming recommendations applied to both directions of travel.

Monroe Ave already appears visually narrow when parking is fully utilized, but the parking restriction on the southbound (west) side of the road makes it look wide open for a driver turning from North Ave. Similarly, the two hour parking restriction for the east side of the road encourages low utilization of street parking and makes the road operate as two wide lanes. Including striping for parking stalls could help maintain a narrower road appearance regardless of parking utilization, and using a combination of several Level 1 traffic calming measures should slow down drivers while minimally impacting residents living along Monroe Ave. The recommended Level 1 traffic calming measures are installing a speed limit sign in conjunction with targeted enforcement. If these initial measures are insufficient, they can be upgraded to a speed radar trailer/speed feedback sign. The speeding is more severe than the other routes studied but does not seem to result in safety issues at this time and volumes remain reasonable. If crashes begin to occur or speeding remains consistent a more in depth study would need to be completed for the corridor to make further recommendations.

#### **William Street: North Avenue – Le Moyne Parkway**

William St received a score of 44 points from the Traffic Calming Toolbox. This indicates Level 2 improvements can be used at this location. The 85th percentile speed along the road was 32 mph which is 7 mph over the posted limit. There were 6 crashes along the studied route in the previous 5 years or slightly over 1 crash per year on average. The average daily traffic of 912 vehicles is appropriate for a residential road.

The road has a peak hour volume of approximately ~101 (AM) / 88 (PM) vehicles. This equates to roughly 1.5 vehicles per minute during the highest volume hour of operation. In the previous KLOA traffic counts

William St had an AM peak hour of 64 vehicles and a PM peak hour of 37 vehicles. Past peak hour volumes were between 32-57% lower than what TEG found for the existing road. This may be due to the effects of blocking off Clinton Pl and Bonnie Brae – even after removing the barricades drivers may continue to use new routes through the Village that became habit after the barricades were installed.

William St has seen a clear increase in traffic volumes since KLOA conducted their traffic counts TEG believes this increase is related to blocking access to the Village at Clinton Pl and Bonnie Brae. The increase in traffic is not necessarily detrimental to the road since overall traffic volumes are still within the expected range for a local/residential road, but the combined effect of crashes (including one pedestrian crash) and speeding brought the road up to Level 2 traffic calming improvements.

Monroe Ave and William St have similar parking restrictions along the southbound (west) side of the road and a 2-hour restriction along the east side of the road. This configuration promotes low parking utilization and gives drivers a seemingly wide lane to speed and not worry about going around parked vehicles. Similar to Monroe Ave TEG recommends striping parking to visually narrow the road regardless of parking utilization and utilizing targeted enforcement to correct the existing speeding behavior. A speed limit sign is already posted along the route but may be upgraded to a flashing sign or driver feedback sign if speeding persists.

#### **Clinton Place: North Avenue – Le Moyne Parkway**

Clinton Pl received a score of 29 points from the Traffic Calming Toolbox. This indicates Level 1 improvements can be used at this location. The 85th percentile speed along the road was 32 mph which is 7 mph over the posted limit. There were 7 crashes along the studied route in the previous 5 years or >1 crash per year. The average daily traffic of 517 vehicles is appropriate for a local/residential road. The road has a peak hour volume of approximately ~50 (AM) / 65 (PM) vehicles. This equates to less than one vehicle per minute during the highest volume hour of operation. In the previous KLOA traffic counts Jackson Ave had an AM peak hour of 58 vehicles and a PM peak hour of 53 vehicles. The minimal differences between the 2022 and 2023 counts suggests traffic has mostly returned to using Clinton Pl since the barriers were removed.

While volumes remain low this corridor saw a disproportionate number of crashes compared to the other studied routes, and speed was also seen to be an issue. The corridor has similar parking restrictions to both Monroe Ave and William St. These parking restrictions likely result in a similar open-feeling road that enables speeding. Despite not fulfilling the criteria for Level 2 traffic calming measures TEG recommends utilizing the same traffic calming methods that are being installed on Monroe Ave and William St. Clinton Pl is a similar road experiencing comparable speeds and elevated crashes despite a low volume compared to the other studied routes. The impact of striped parking stalls to residents living along the road is minimal so TEG is not concerned about upping the level of traffic calming to match the other routes.

#### **Bonnie Brae: North Avenue – Le Moyne Parkway**

Bonnie Brae received a score of 24 points from the Traffic Calming Toolbox. This indicates no improvements are needed at this location. The 85th percentile speed along the road was 31 mph which is 6 mph over the posted limit. There were 2 crashes along the studied route in the previous 5 years or <1 crash per year. The average daily traffic of 410 vehicles is appropriate for a small local/residential road.

The road has a peak hour volume of approximately ~53 (AM) / 33 (PM) vehicles. This equates to less than one vehicle per minute during the highest volume hour of operation. In the previous KLOA traffic counts Jackson Ave had an AM peak hour of 28 vehicles and a PM peak hour of 19 vehicles. The 73-89% increase

between the 2022 and 2023 counts suggests traffic has fully returned to using Bonnie Brae since the barriers were removed and in fact has increased. Regardless of the increase in traffic it is a low daily volume that should not cause issues – comparing Bonnie Brae to other studied roads (which have similar width and parking configurations) it became apparent that Bonnie Brae had the lowest overall volumes in both KLOA and TEG's volume data.

TEG agrees with the score received by the traffic calming toolbox and would not recommend any changes to this road. Volumes are low and there does not appear to be any safety issues along this corridor as an effect of the minimal speeding. Despite having an increase in volume during TEG's count periods the road volumes are not nearing capacity or posing a danger to residents living along the road.

**Conclusion:**

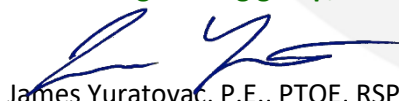
During the data collection process, field engineers observed that traffic from the North Ave and Harlem Ave intersection would often back up past both Bonnie Brae and Clinton Pl. In practice, traffic was beginning to slow down around Monroe Ave and was stopping at William St. Based on these field observations, TEG believes these are the roads most likely to be impacted by drivers turning early and diverting off North Ave into the Village to avoid the intersection at Harlem Ave. This is demonstrated in TEG's data collection seeing that both Monroe Ave and William St fell into the Level 2 category for traffic calming. This is further supported by lower volumes the nearer the road was to the North Ave and Harlem Ave intersection in both the KLOA and TEG counts. While moderate traffic calming may be appropriate along Monroe Ave and William St it does not appear any of the roads are operating with deficiencies resulting in compromised safety for residents. In addition, none of the roads suffer from capacity issues with most of the roads serving at most two cars per minute in the peak hour which should not result in any delays along the roads.

TEG feels that due to the proximity of the roads, changes along one road may impact the other roads. While we are currently making recommendations for three of the roads, the Village may want to continue to monitor the roads that remained unchanged or consider implementing similar traffic calming measures along all five roads. Local/residential roads can handle daily volumes of up to 1,500 vehicles. None of the studied routes were operating at capacity and there is no reason to believe the existing volumes are causing safety or operation issues for residents.

If you have any questions or require additional information, please call me at (773)263-6363 or by e-mail at jamesy@thomas-engineering.com.

Sincerely,

**thomas engineering group, llc**



James Yuratovac, P.E., PTOE, RSP2I  
*Senior Project Manager*

| Location    | Direction | Count Dates | Daily Average | Day 1 Volume (Tuesday) | Day 2 Volume (Wednesday) | Day 3 Volume (Thursday) | Day 1 85th %-ile (MPH) | Day 2 85th %-ile (MPH) | Day 3 85th %-ile (MPH) | Overall 85th %-ile (MPH) |
|-------------|-----------|-------------|---------------|------------------------|--------------------------|-------------------------|------------------------|------------------------|------------------------|--------------------------|
| Jackson     | NB        | 12/4-12/8   | 406           | 394                    | 389                      | 435                     | 27                     | 29                     | 29                     | 28                       |
|             | SB        | 12/4-12/8   | 781           | 794                    | 735                      | 815                     | 30                     | 30                     | 32                     | 30                       |
| Monroe      | NB        | 11/13-11/17 | 313           | 282                    | 358                      | 299                     | 33                     | 32                     | 32                     | 32                       |
|             | SB        | 11/13-11/17 | 868           | 821                    | 831                      | 953                     | 35                     | 37                     | 32                     | 35                       |
| William     | NB        | 11/6-11/10  | 270           | 238                    | 282                      | 290                     | 31                     | 29                     | 31                     | 31                       |
|             | SB        | 11/6-11/10  | 642           | 628                    | 755                      | 543                     | 32                     | 31                     | 32                     | 32                       |
| Clinton     | NB        | 11/13-11/17 | 115           | 125                    | 100                      | 120                     | 32                     | 31                     | 38                     | 32                       |
|             | SB        | 11/13-11/17 | 402           | 418                    | 386                      | 401                     | 30                     | 31                     | 29                     | 31                       |
| Bonnie Brae | NB        | 12/4-12/8   | 142           | 147                    | 128                      | 151                     | 26                     | 29                     | 31                     | 29                       |
|             | SB        | 12/4-12/8   | 268           | 294                    | 258                      | 252                     | 29                     | 31                     | 31                     | 31                       |

# Scoring Matrix



**RIVER FOREST**  
Proud Heritage • Bright Future

| Measure   | Criteria for assigning a numerical score to traffic problems   | Points        |
|---|--|---------------|
| Crash History   | 1-3 crashes in a 5 year period = 5 points<br>4-10 crashes in a 5 year period = 10 points 4 crashes<br>More than 10 crashes in a 5 year period = 15 points<br>any crash involving a pedestrian/cyclist = +5 points  | 0-20 pts.     |
|   |  | Score:<br>10  |
| Vehicle Speed   | 85th percentile speed is not over the speed limit = 0 points 85 <sup>th</sup> 2 = 30mph<br>85th percentile speed is 2 mph over the speed limit = 3 points<br>85th percentile speed is 4 mph over the speed limit = 6 points<br>85th percentile speed is 6 mph over the speed limit = 9 points<br>85th percentile speed is 8 mph over the speed limit = 12 points<br>85th percentile speed is 10 mph over the speed limit = 15 points<br>Outlier Speed 20+ mph above posted speed limit = +5 points | 0-20 pts.     |
|   |  | Score:<br>6+5 |
| Vehicle Volume  | ADT < 750 = 0 points ADT= 1187<br>ADT = 751 - 1,350 = 5 points<br>ADT = 1,351 - 1,950 = 10 points<br>ADT = 1,951 - 2,550 = 15 points<br>ADT > 2,550 = 20 points  | 0-20 pts.     |
|   |  | Score:<br>5   |
| Pedestrian Traffic Generators   | Any school, park, library, church, CTA station more than 2 blocks (1,320 ft.) away = 0 points<br>Any school, park, library, church, CTA station 1-2 blocks (1,320 ft.) away = 5 points<br>Any school, park, library, church, CTA station 1 block (660 ft.) or less away = 10 points<br>Three or more overlapping 1-block areas = +10 points<br>Three or more overlapping 2-block areas = +5 points   | 0-20 pts.     |
|   |  | Score:<br>10  |
| Bike Routes / Non-Bike Routes   | Not identified as a proposed bike route = 0 points<br>Identified as a Marked Shared Lane = 5 points<br>Identified as a Dedicated Bike Lane = 10 points<br>*Per Village Bicycle Plan published in 2019  | 0-10 pts.     |
|   |  | Score:<br>0   |
| Community Interest  | No Petition = 0 points<br>Local Petition (0-75% residents on block) = 5 points<br>Local Petition (75%+ of residents on block) = 10 points<br>Village Petition (0-10% of Village population) = 5 points<br>Village Petition (10%+ of Village population) = 10 points  | 0-10 pts.     |
|   |  | Score:<br>0   |
| Intersection 1: North @ Jackson<br>Segment: Jackson Ave<br>Intersection 2: Le Moyne @ Jackson |  | Total:<br>36  |

Level 1

# Scoring Matrix



**RIVER FOREST**  
Proud Heritage • Bright Future

| Measure                           | Criteria for assigning a numerical score to traffic problems  | Points         |
|-----------------------------------|---|----------------|
| Crash History                     | 1-3 crashes in a 5 year period = 5 points<br>4-10 crashes in a 5 year period = 10 points 5 crashes<br>More than 10 crashes in a 5 year period = 15 points<br>any crash involving a pedestrian/cyclist = +5 points   | 0-20 pts.      |
|                                   |   | Score:<br>10   |
| Vehicle Speed                     | 85th percentile speed is not over the speed limit = 0 points 85th 25 = 35mph<br>85th percentile speed is 2 mph over the speed limit = 3 points<br>85th percentile speed is 4 mph over the speed limit = 6 points<br>85th percentile speed is 6 mph over the speed limit = 9 points<br>85th percentile speed is 8 mph over the speed limit = 12 points<br>85th percentile speed is 10 mph over the speed limit = 15 points<br>Outlier Speed 20+ mph above posted speed limit = +5 points | 0-20 pts.      |
|                                   |   | Score:<br>15+5 |
| Vehicle Volume                    | ADT < 750 = 0 points ADT = 1181<br>ADT = 751 - 1,350 = 5 points<br>ADT = 1,351 - 1,950 = 10 points<br>ADT = 1,951 - 2,550 = 15 points<br>ADT > 2,550 = 20 points  | 0-20 pts.      |
|                                   |   | Score:<br>5    |
| Pedestrian Traffic Generators     | Any school, park, library, church, CTA station more than 2 blocks (1,320 ft.) away = 0 points<br>Any school, park, library, church, CTA station 1-2 blocks (1,320 ft.) away = 5 points<br>Any school, park, library, church, CTA station 1 block (660 ft.) or less away = 10 points<br>Three or more overlapping 1-block areas = +10 points<br>Three or more overlapping 2-block areas = +5 points  | 0-20 pts.      |
|                                   |   | Score:<br>10   |
| Bike Routes / Non-Bike Routes     | Not identified as a proposed bike route = 0 points<br>Identified as a Marked Shared Lane = 5 points<br>Identified as a Dedicated Bike Lane = 10 points<br>*Per Village Bicycle Plan published in 2019   | 0-10 pts.      |
|                                   |   | Score:<br>0    |
| Community Interest                | No Petition = 0 points<br>Local Petition (0-75% residents on block) = 5 points<br>Local Petition (75%+ of residents on block) = 10 points<br>Village Petition (0-10% of Village population) = 5 points<br>Village Petition (10%+ of Village population) = 10 points   | 0-10 pts.      |
|                                   |   | Score:<br>0    |
| Intersection 1: North @ Monroe    |   | Total:<br>45   |
| Segment: Monroe Ave               |   |                |
| Intersection 2: Le Moyne @ Monroe |   |                |

*Level 2*

# Scoring Matrix



**RIVER FOREST**  
Proud Heritage • Bright Future

| Measure                            | Criteria for assigning a numerical score to traffic problems  | Points       |
|------------------------------------|---|--------------|
| Crash History                      | 1-3 crashes in a 5 year period = 5 points   | 0-20 pts.    |
|                                    | 4-10 crashes in a 5 year period = 10 points 6 crashes   | Score:       |
|                                    | More than 10 crashes in a 5 year period = 15 points<br>any crash involving a pedestrian/cyclist = +5 points   | 10+5         |
| Vehicle Speed                      | 85th percentile speed is not over the speed limit = 0 points 85th % = 32 mph  | 0-20 pts.    |
|                                    | 85th percentile speed is 2 mph over the speed limit = 3 points  | Score:       |
|                                    | 85th percentile speed is 4 mph over the speed limit = 6 points<br>85th percentile speed is 6 mph over the speed limit = 9 points<br>85th percentile speed is 8 mph over the speed limit = 12 points<br>85th percentile speed is 10 mph over the speed limit = 15 points<br>Outlier Speed 20+ mph above posted speed limit = +5 points | 9+5          |
| Vehicle Volume                     | ADT < 750 = 0 points ADT = 912  | 0-20 pts.    |
|                                    | ADT = 751 - 1,350 = 5 points  | Score:       |
|                                    | ADT = 1,351 - 1,950 = 10 points<br>ADT = 1,951 - 2,550 = 15 points<br>ADT > 2,550 = 20 points   | 5            |
| Pedestrian Traffic Generators      | Any school, park, library, church, CTA station more than 2 blocks (1,320 ft.) away = 0 points   | 0-20 pts.    |
|                                    | Any school, park, library, church, CTA station 1-2 blocks (1,320 ft.) away = 5 points   | Score:       |
|                                    | Any school, park, library, church, CTA station 1 block (660 ft.) or less away = 10 points<br>Three or more overlapping 1-block areas = +10 points<br>Three or more overlapping 2-block areas = +5 points  | 10           |
| Bike Routes / Non-Bike Routes      | Not identified as a proposed bike route = 0 points  | 0-10 pts.    |
|                                    | Identified as a Marked Shared Lane = 5 points   | Score:       |
|                                    | Identified as a Dedicated Bike Lane = 10 points<br>*Per Village Bicycle Plan published in 2019  | 0            |
| Community Interest                 | No Petition = 0 points  | 0-10 pts.    |
|                                    | Local Petition (0-75% residents on block) = 5 points  | Score:       |
|                                    | Local Petition (75%+ of residents on block) = 10 points<br>Village Petition (0-10% of Village population) = 5 points<br>Village Petition (10%+ of Village population) = 10 points   | 0            |
| Intersection 1: North @ William    |   | Total:<br>44 |
| Segment: William St                |   |              |
| Intersection 2: Le Moyne @ William |   |              |

Level 2

# Scoring Matrix



**RIVER FOREST**  
Proud Heritage • Bright Future

| Measure  | Criteria for assigning a numerical score to traffic problems  | Points        |
|--|---|---------------|
| Crash History  | 1-3 crashes in a 5 year period = 5 points<br>4-10 crashes in a 5 year period = 10 points 7 crashes<br>More than 10 crashes in a 5 year period = 15 points<br>any crash involving a pedestrian/cyclist = +5 points   | 0-20 pts.     |
|  |   | Score:<br>10  |
| Vehicle Speed  | 85th percentile speed is not over the speed limit = 0 points 85th % = 32 mph<br>85th percentile speed is 2 mph over the speed limit = 3 points<br>85th percentile speed is 4 mph over the speed limit = 6 points<br>85th percentile speed is 6 mph over the speed limit = 9 points<br>85th percentile speed is 8 mph over the speed limit = 12 points<br>85th percentile speed is 10 mph over the speed limit = 15 points<br>Outlier Speed 20+ mph above posted speed limit = +5 points | 0-20 pts.     |
|  |   | Score:<br>9+5 |
| Vehicle Volume   | ADT < 750 = 0 points ADT = 517<br>ADT = 751 - 1,350 = 5 points<br>ADT = 1,351 - 1,950 = 10 points<br>ADT = 1,951 - 2,550 = 15 points<br>ADT > 2,550 = 20 points   | 0-20 pts.     |
|  |   | Score:<br>0   |
| Pedestrian Traffic Generators  | Any school, park, library, church, CTA station more than 2 blocks (1,320 ft.) away = 0 points<br>Any school, park, library, church, CTA station 1-2 blocks (1,320 ft.) away = 5 points<br>Any school, park, library, church, CTA station 1 block (660 ft.) or less away = 10 points<br>Three or more overlapping 1-block areas = +10 points<br>Three or more overlapping 2-block areas = +5 points  | 0-20 pts.     |
|  |   | Score:<br>5   |
| Bike Routes / Non-Bike Routes  | Not identified as a proposed bike route = 0 points<br>Identified as a Marked Shared Lane = 5 points<br>Identified as a Dedicated Bike Lane = 10 points<br>*Per Village Bicycle Plan published in 2019   | 0-10 pts.     |
|  |   | Score:<br>0   |
| Community Interest   | No Petition = 0 points<br>Local Petition (0-75% residents on block) = 5 points<br>Local Petition (75%+ of residents on block) = 10 points<br>Village Petition (0-10% of Village population) = 5 points<br>Village Petition (10%+ of Village population) = 10 points   | 0-10 pts.     |
|  |   | Score:<br>0   |
| Intersection 1: North @ Clinton<br>Segment: Clinton Pl<br>Intersection 2: Le Mayne @ Clinton |   | Total:<br>29  |

*Level 1*

# Scoring Matrix



**RIVER FOREST**  
Proud Heritage • Bright Future

| Measure  | Criteria for assigning a numerical score to traffic problems   | Points        |
|--|--|---------------|
| Crash History  | 1-3 crashes in a 5 year period = 5 points <i>2 crashes</i><br>4-10 crashes in a 5 year period = 10 points<br>More than 10 crashes in a 5 year period = 15 points<br>any crash involving a pedestrian/cyclist = +5 points   | 0-20 pts.     |
|  |  | Score:<br>5   |
| Vehicle Speed  | 85th percentile speed is not over the speed limit = 0 points <i>85th % = 31 mph</i><br>85th percentile speed is 2 mph over the speed limit = 3 points<br>85th percentile speed is 4 mph over the speed limit = 6 points<br>85th percentile speed is 6 mph over the speed limit = 9 points<br>85th percentile speed is 8 mph over the speed limit = 12 points<br>85th percentile speed is 10 mph over the speed limit = 15 points<br>Outlier Speed 20+ mph above posted speed limit = +5 points | 0-20 pts.     |
|  |  | Score:<br>9+5 |
| Vehicle Volume   | ADT < 750 = 0 points <i>ADT = 410</i><br>ADT = 751 - 1,350 = 5 points<br>ADT = 1,351 - 1,950 = 10 points<br>ADT = 1,951 - 2,550 = 15 points<br>ADT > 2,550 = 20 points   | 0-20 pts.     |
|  |  | Score:<br>0   |
| Pedestrian Traffic Generators  | Any school, park, library, church, CTA station more than 2 blocks (1,320 ft.) away = 0 points<br>Any school, park, library, church, CTA station 1-2 blocks (1,320 ft.) away = 5 points<br>Any school, park, library, church, CTA station 1 block (660 ft.) or less away = 10 points<br>Three or more overlapping 1-block areas = +10 points<br>Three or more overlapping 2-block areas = +5 points   | 0-20 pts.     |
|  |  | Score:<br>5   |
| Bike Routes / Non-Bike Routes  | Not identified as a proposed bike route = 0 points<br>Identified as a Marked Shared Lane = 5 points<br>Identified as a Dedicated Bike Lane = 10 points<br>*Per Village Bicycle Plan published in 2019  | 0-10 pts.     |
|  |  | Score:<br>0   |
| Community Interest   | No Petition = 0 points<br>Local Petition (0-75% residents on block) = 5 points<br>Local Petition (75%+ of residents on block) = 10 points<br>Village Petition (0-10% of Village population) = 5 points<br>Village Petition (10%+ of Village population) = 10 points  | 0-10 pts.     |
|  |  | Score:<br>0   |
| Intersection 1: <i>North @ Bonnie</i><br>Segment: <i>Bonnie Brae</i><br>Intersection 2: <i>Le Moyne @ Bonnie</i> |  | Total:<br>24  |

Level 0

## Improvement Matrix

| Available Traffic Calming Measures                        | Primary Issue Addressed |        |                   | Usage Notes                       |
|---|-------------------------|--------|-------------------|-----------------------------------|
|   | Speed                   | Volume | Pedestrian Safety |                                   |
| Level 1 - No Traffic Flow Changes (25-39 points)          |                         |        |                   |                                   |
| Targeted Speed Enforcement                                | X                       |        |                   |                                   |
| Speed Radar Trailer                                       | X                       |        |                   |                                   |
| Speed Feedback Sign                                       | X                       |        |                   |                                   |
| Centerline/Edgeline Markings                              | X                       |        |                   |                                   |
| Updated Signage (New/Larger/Refreshed)                    | X                       |        | X                 |                                   |
| Speed Limit Signage                                       | X                       |        |                   | If not already existing           |
| Flashing Signs  | X                       |        | X                 |                                   |
| Pavement Legend   | X                       |        | X                 |                                   |
| High Visibility Crosswalks                                |                         |        | X                 |                                   |
| Education/Community Outreach                              | X                       |        | X                 |                                   |
| Level 2 - Some Traffic Flow Changes (40-59 points)        |                         |        |                   |                                   |
| Sign Turn Restrictions/Turn Movement Restrictions         |                         | X      |                   |                                   |
| On-street Parking Strategies                              | X                       |        |                   |                                   |
| Parking Lane Markings                                     | X                       |        |                   |                                   |
| Textured Pavement   | X                       |        |                   |                                   |
| Rumble Strip  | X                       |        |                   |                                   |
| Rapid Rectangular Flashing Beacon                         |                         |        | X                 | Motion Activated - Less intrusive |
| Left-turn Improvements                                    |                         |        | X                 |                                   |
| Level 3 - Significant Traffic Flow Changes (60-79 points) |                         |        |                   |                                   |
| Curb Extensions   | X                       |        | X                 | Intersections                     |
| Mid-Block Chokers   | X                       |        | X                 | Segments                          |
| Center Island Narrowing/Pedestrian Refuge                 |                         |        | X                 |                                   |
| Stop Signage  |                         | X      |                   | If stop sign warrant is met       |
| Traffic Circle  | X                       | X      |                   |                                   |
| Roundabout  | X                       | X      |                   |                                   |
| Realigned Intersection                                    | X                       | X      |                   |                                   |
| Speed Hump/Speed Cushion                                  | X                       | X      |                   | Segments                          |
| Speed Table/Raised intersections                          | X                       | X      |                   | Intersections                     |
| Level 4 - Street Closures (80-100 points)                 |                         |        |                   |                                   |
| Median & Partial Medians                                  | X                       |        |                   |                                   |
| Median Barrier  |                         | X      |                   | Cut-through traffic               |
| Forced Turn Island  |                         | X      |                   | Cut-through traffic               |
| One-Way to Two-Way Street Conversion                      |                         | X      |                   |                                   |
| Two-Way to One-Way Street Conversion                      |                         | X      |                   |                                   |

\* The list of traffic calming measures above is not exhaustive. While many of the most common traffic calming measures are listed it is possible the Village will want to use improvements not previously considered. In these cases the new improvement type should be reviewed by a Village engineer who will then classify the level of the improvement consistent with the table above. Scoring will then be conducted at the study location normally.



## MEMORANDUM

**DATE:** February 26, 2024

**TO:** Matt Walsh, Village Administrator

**FROM:** Bill Koclanis, Civil Engineering Technician

**SUBJECT:** Traffic and Safety Commission Recommendations – November 15, 2023 Meeting

---

**Item 1:** Bollard installation at intersections along Washington Boulevard to mimic the Village Wide Traffic Study Washington Boulevard Alternative 1 Exhibit.

**Analysis:** The Village Wide Traffic Study identified Washington Boulevard as a corridor where excessive speeding occurs. The study recommends a road “Diet” to help calm traffic. The road diet would include curb bump outs at intersections along Washington Boulevard to eliminate passing in the parking lanes which in turn may help reduce speeding. The study includes a Washington Boulevard Exhibit Alternate 1 illustrating the road diet and curb bump outs.

At the November 15, 2023 Traffic and Safety Commission Meeting, the commission discussed the possible changes to Washington Boulevard. It was discussed that the permanent improvements would take a couple of years to complete. A quicker option would be to install bollards at intersections along Washington Boulevard to mimic curb bump outs. This option could be implemented much faster than the permanent option and could be studied for its effectiveness before the permanent option is installed.

### **Traffic and Safety Commission Recommendation**

The Traffic and Safety Commission recommends that bollards be installed along Washington Boulevard to mimic curb bump outs on the Washington Boulevard Alternative 1 Exhibit with the exception of the winter months to aid in snow removal operations. The bollards would be installed at the following intersections;

- Washington and Gale
- Washington and Keystone
- Washington and Forest
- Washington and Park
- Washington and Franklin
- Washington and Ashland

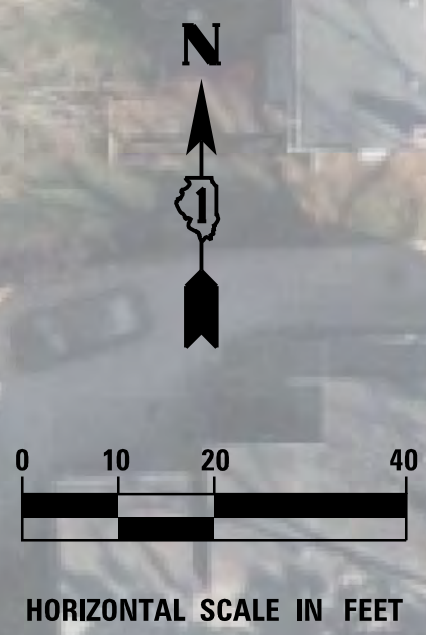
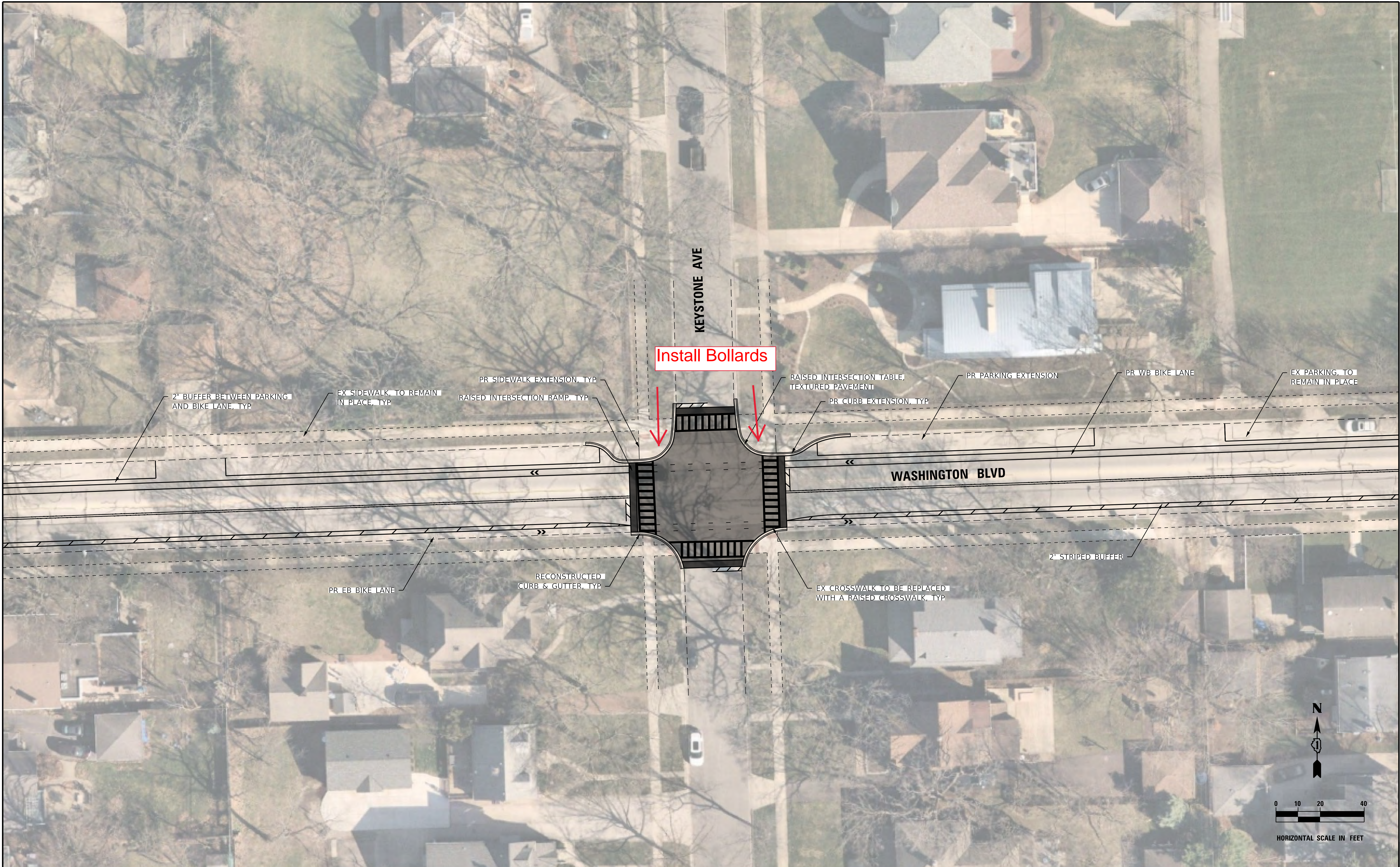
The intersections of Washington & Thatcher and Washington & Lathrop would not have bollards installed as the west side of Washington at Thatcher is under the jurisdiction IDOT and the east side of Washington at Lathrop is under the jurisdiction of Forest Park

If the Village Board agrees with the recommendations from the Traffic and Safety Commission, no motion is required, and Staff will implement the changes at the appropriate time.

### **Attachments:**


Washington Boulevard Alternative 1 Exhibit





|            |     |       |          |
|------------|-----|-------|----------|
| DRAWN BY   | KRS | DATE  | 8/25/23  |
| CHECKED BY | JMY | SCALE | 1' = 20' |

| REVISIONS |      |             |
|-----------|------|-------------|
| NO.       | DATE | DESCRIPTION |
|           |      |             |
|           |      |             |
|           |      |             |



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engineering group  
service at the highest grade.

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suite 209w  
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phone: 855-533-1700



RIVER FOREST  
Proud Heritage • Bright Future

WASHINGTON AT KEYSTONE  
ALTERNATIVE 1

DRAWING NO.  
6 OF 14



|            |     |       |          |
|------------|-----|-------|----------|
| DRAWN BY   | KRS | DATE  | 8/25/23  |
| CHECKED BY | JMY | SCALE | 1' = 20' |

| REVISIONS |      |             |
|-----------|------|-------------|
| NO.       | DATE | DESCRIPTION |
|           |      |             |
|           |      |             |
|           |      |             |



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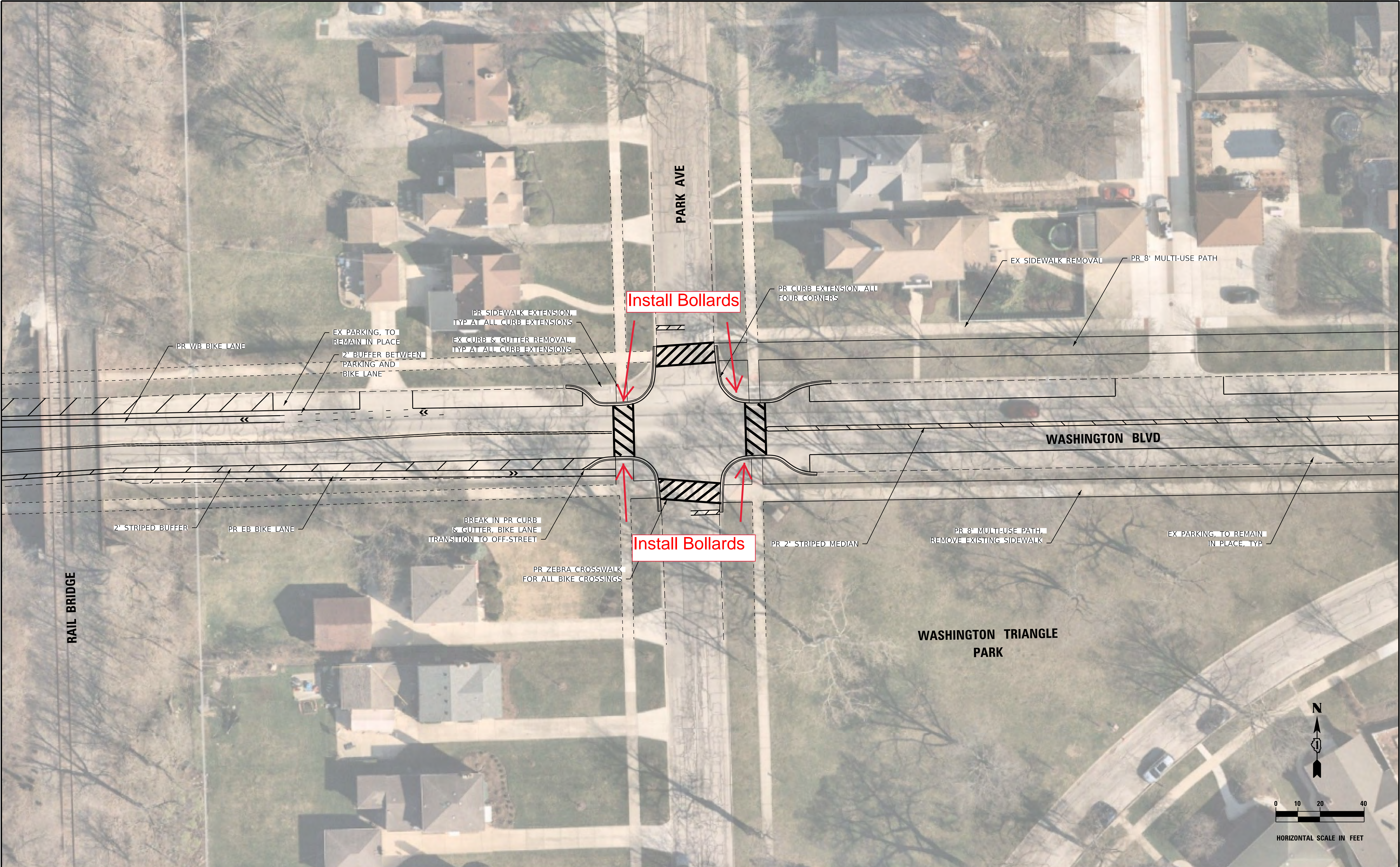
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RIVER FOREST  
Proud Heritage • Bright Future

WASHINGTON AT FOREST  
ALTERNATIVE 1

DRAWING NO.  
7 OF 14







|            |     |       |          |
|------------|-----|-------|----------|
| DRAWN BY   | KRS | DATE  | 8/25/23  |
| CHECKED BY | JMY | SCALE | 1' = 20' |

| REVISIONS |      |             |
|-----------|------|-------------|
| NO.       | DATE | DESCRIPTION |
|           |      |             |
|           |      |             |
|           |      |             |

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**RIVER FOREST**  
*Proud Heritage • Bright Future*

**WASHINGTON AT ASHLAND  
ALTERNATIVE 1**