VILLAGE OF RIVER FOREST
TRAFFIC AND SAFETY COMMISSION MEETING

Wednesday, November 15, 2017 – 7:30 PM
Village Hall – Community Room, 400 Park Ave., River Forest, IL

AGENDA

1. Call to Order/Roll Call

2. Public Comment

3. Request by Stewart Weiner at 138 Keystone Avenue to install seasonal speed bumps (or other measures) to improve the safety on the 100 block of Keystone Avenue.

4. Request by Steve Lefko at 719 Thatcher Avenue to enhance the safety measures for pedestrians at the intersection of Oak Avenue and Franklin Avenue.

5. Parking on the 7900 block of Division Street.

6. Adjournment

Jeff Loster

From: Stewart Weiner [redacted]
Sent: Monday, July 10, 2017 10:29 AM
To: Jeff Loster
Subject: Petition for traffic on 100 block of Keystone
Attachments: 100 Block Petition.pdf; ATT00001.htm

Hi Jeff,

You might remember we had a brief chat on the phone in the middle of June about a request to do something about the traffic/traffic speed on the 100 block of Keystone.

As you can see from the petition, we have almost 30 children under the age of 10 living on the block. Many of them running back and forth across the street at any time. While the parents are constantly watching and the kids are good about looking both ways before crossing, there have still been too many "close calls."

While the petition is specifically requesting seasonal speed bumps (which will help in the spring, summer, and fall when kids are outside the most), I think we're open to other solutions and recommendations.

In Oak Park, I've seen a few examples of "diverters" that could be placed on the corner of Keystone and Washington to divert southbound Keystone traffic from Lake and northbound traffic from Madison onto Washington thus distributing the traffic a bit more evenly to side streets other than Keystone. In speaking to neighbors who signed the petition, there were also requests to add a stop sign at the corner of Keystone and Vine.

Please ignore the green scribbles as one of the smaller children got ahold of the petition and practiced their own signature.

Let me know what the next steps are to get commission review

Stu Weiner

138 Keystone

Request: The homeowners located on the 100 block of Keystone respectfully request the installation of two temporary/seasonal speed bumps located near the addresses of 138 Keystone and 112 Keystone in an effort to:

- Ensure safety of the many children on the block
- Reduce traffic speed
- Stem traffic volume

Name	Keystone House Number	Children under 16	Age(s)	Signature	Date
David Burns	146	—	—	[signature]	6.15.17
Arun Jayaraman	142	2	7,2	[signature]	6.15.17
STEWART WEINER	138	2	4,7	[signature]	6/12/17
Willard Korthage	134	0		[signature]	6/12/17
Rob Werth	130	1	2	[signature]	6/13/17
Tristan Hinckson	126	1	3	[signature]	6/13/17
	122		[illegible]		
Leslie Ann Tuzi	118	0	—	[signature]	6/16/17
	114				
Glen Weissenberger	110	1	[illegible]	[signature]	6/16/17
GREGORY McClellan	106	2	5,9	[signature]	6/12/17
[illegible] Madhavan	107	2	7,2	[signature]	6/15/17
[illegible]	131	[illegible]	[illegible]		
Claudia Fazzari	115	2	2,[illegible]	[signature]	06/16/17
[signature]	119	0	0	[signature]	6/16/17
[signature]	123	1	15	Josh Dinckey	6/16/17
Thomas Knackstedt	127	2	7,10	[signature]	6/12/17
Renee Sichlau	130	2	7,14	[signature]	6/12/17
Carla Heffner	135	2	7,9	[signature]	6/12/17
LYNN ZUROWSKI	139	0		[signature]	6/15/17
Katie Cook	143	4	3,5,7,7	[signature]	6/12/17
Donnie Biggs	1925 WASHINGTON	3	5/3/1	[signature]	6/16/17
Chad [illegible]	101	2	7,10	[signature]	6/16/17

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

MEMORANDUM TO: Jeff Loster, PE, CFM, CPESC
Village Engineer
Village of River Forest

FROM: Brendan S. May
Consultant

Luay R. Aboona, P.E.
Principal

DATE: October 31, 2017

SUBJECT: Keystone Avenue – Traffic Evaluation
00/100 Blocks of Keystone Avenue
River Forest, Illinois

This memorandum summarizes the results of a traffic evaluation conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the roadway segment of Keystone Avenue between Madison Street and Washington Boulevard in River Forest, Illinois. The purpose of this study was to examine the existing roadway characteristics, evaluate the traffic counts and speed surveys collected by the Village of River Forest, and determine how the roadway is currently operating and if any traffic calming improvements, including the use of temporary speed bumps, are required. **Figure 1** shows an aerial view of the study location. All figures and tables referenced in this memorandum are included in the Appendix of this memorandum.

Existing Roadway Characteristics

Keystone Avenue is a 28-foot wide local roadway that is under the jurisdiction of the Village of River Forest and has a posted speed limit of 25 miles per hour. The 00 hundred block of Keystone Avenue extends between Madison Street (minor arterial street) and Vine Street and the 100 block of Keystone Avenue extends between Vine Street and Washington Boulevard (collector street). Between Madison Street and Washington Boulevard, Keystone Avenue provides one through lane in each direction, unrestricted parking is permitted on both sides of the roadway. Additionally, residential homes front both sides of Keystone Avenue and each home has individual driveways. It should be noted that Madison Street has an at grade railroad crossing 600 feet east of Keystone Avenue and Washington Boulevard has a grade separated railroad crossing 600 feet east of Keystone Avenue.

At its unsignalized intersection with Madison Street, Keystone Avenue provides a shared left/right-turn lane under stop-sign control and a high visibility crosswalk. At its all-way stop-sign controlled intersection with Washington Boulevard, Keystone Avenue provides a shared left/through/right-turn lane and a high visibility crosswalk on both approaches. At the intersection of Keystone Avenue with Vine Street, traffic control and crosswalks are not provided on any leg of the intersection. Photos of this roadway segment of Keystone Avenue are provided in **Figure 2** through **9**, included in the Appendix.

Existing Speed Data Summary

In order to determine the existing traffic volumes and travel speeds along Keystone Avenue, the Village of River Forest collected traffic count speed surveys along Keystone Avenue during the following time periods:

- Data for the 00 hundred block of Keystone Avenue was collected from 1:39 P.M. on Thursday, July 27, 2017 to 11:46 P.M. on Monday, August 7, 2017.
- Data for the 100 block of Keystone Avenue was collected from 11:46 P.M. on Monday, August 7, 2017 to 8:21 A.M. on Thursday, August 17, 2017.

The collected data provides the speed of each vehicle and a daily traffic count, and also determined the direction of travel of each vehicle. **Tables 1** and **2** summarize the speed data (by day and by travel direction) for the 00 hundred block and 100 block of Keystone Avenue, respectively**. Tables 3** and **4** summarize the volume data, also summarized by day and by travel direction.

It should be noted that the traffic counts and speed surveys were collected using a speed trailer that was parked along the roadway. Additionally, this data was collected during the summer; prior to the first day of school at Proviso East High School which occurred on August 21, 2017.

Additional speed data was collected by the Village of River Forest for the 100 block of Keystone Avenue between 2:00 P.M. on October 10, 2017 to 2:37 P.M. on October 17, 2017. It should be noted that a review of the data for October 11, 2017 showed an abnormally low volume of traffic compared to the other days collected (including partial days) that may indicate atypical traffic patterns or a malfunction in the speed trailer on this day. As such, the data for October 11 was not utilized in this evaluation. **Table 5** summarizes the speed day (by day and by travel direction) and **Table 6** summarizes the volume data (by day and by travel direction) for the supplemental speed data for the 100 block of Keystone Avenue.

The results of the speed data were summarized in two ways for each location. First, the median speed was calculated which is the value at the midpoint of the frequency distribution of the observed speeds, such that there is an equal probability of data falling above or below it. Second, 85^{th} percentile speed was calculated, which is the speed at which 85 percent of the motorists drive at or below and is a benchmark that traffic engineers use to determine speed limits.

Evaluation of Speed Data

The main factors affecting travel speeds are the roadway's physical and operating characteristics including width of road, number of travel lanes, hills, curves, roadway surface, and length of free-flow conditions. Many of these attributes are fixed along a roadway's infrastructure and are generally difficult and/or costly to change. Courts typically only uphold tickets when they are 8 to 10 mph over the speed limit and as such, 85^{th} percentile speed within five miles per hour are typically considered accepted or reasonable.

As can be seen from Table 1, northbound and southbound vehicles traversing the 00 hundred block of Keystone Avenue had an average median speed of 24 miles per hour with an average 85th percentile speed of 28 miles per hour. As can be seen from Table 2, northbound and southbound vehicles traversing the 100 block of Keystone Avenue had an average median speed of 25 miles per hour with an average 85th percentile speed of 29 miles per hour. As can be seen from Table 5, northbound and southbound vehicles traversing the 100 block of Keystone Avenue had an average median speed of 24 miles per hour with an average 85th percentile speed of 30 miles per hour. Therefore, the results of the speed data indicated that vehicles traversing Keystone Avenue had an observed average speed of approximately 24-25 miles per hour which is within one mile per hour of the posted speed limit. Additionally, the observed 85th percentile speed along Keystone Avenue of approximately 28-30 miles per hour is within five miles per hour of the posted speed limit. As such, the travel speeds along Keystone Avenue are reasonable and within the range of typically acceptable speeds.

Evaluation of Traffic Count Data

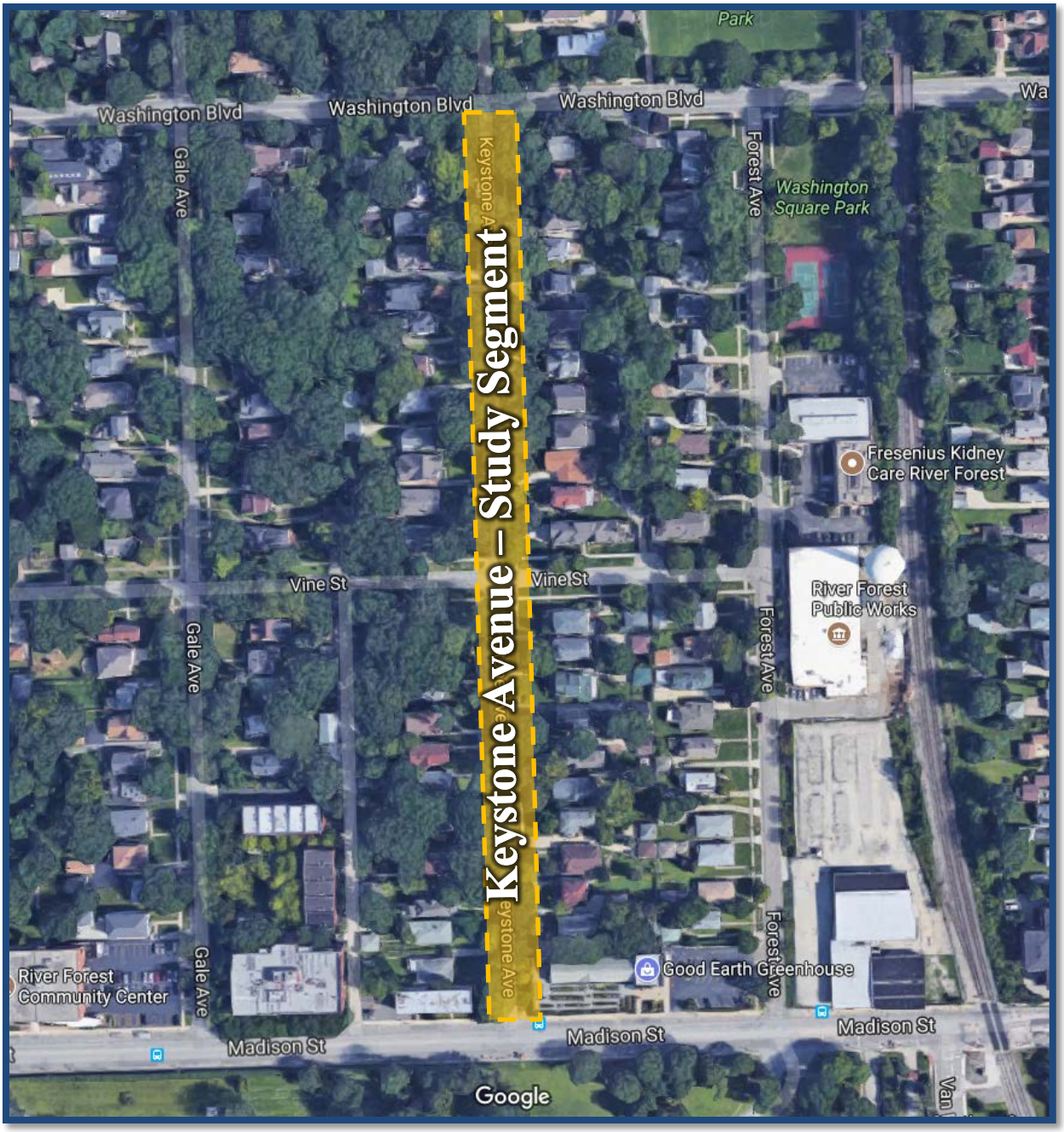
As can be seen from Tables 3, 4 and 6, the 00 hundred block of Keystone Avenue carries an average daily traffic volume of 470 vehicles while the 100 block carries an average daily traffic volume of 402 vehicles. Based on *Residential Streets*, Third Edition[1], residential roads typically have a daily volume between 400 and 1,500 vehicles. Therefore, the traffic volumes along Keystone Avenue are generally within an acceptable range for residential roads. Additionally, the daily traffic volumes are similar in the northbound and southbound directions, indicating that if cut-through traffic is occurring along Keystone Avenue it is likely limited. Furthermore, the River Forest Comprehensive Plan dated November 2003 states that local streets, such as Keystone Avenue, are not designed to accommodate high volumes of traffic, local streets should be protected from high traffic volumes and cut-through traffic and commercial traffic should be minimized on local streets. The results of the traffic count data suggest that this roadway does not carry a high volume of passenger vehicle or commercial traffic, and that cut-through traffic is minimal. However, additional data collection can confirm the classification of vehicles and potential volume of cut-through traffic.

Conclusion and Recommendations

A review of the existing traffic volumes and speed surveys as well as the roadway's physical and operating conditions indicates that the roadway segment is experiencing travel speeds and traffic volumes that are generally within accepted standards. Therefore, the provision of traffic calming measures, including the use of temporary speed bumps, are not necessary along the roadway segment of Keystone Avenue between Madison Street and Washington Boulevard.

[1] *Residential Streets*, Third Edition was developed by the National Association of Home Builders (NAHB), the American Society of Civil Engineers (ASCE), the Institute of Transportation Engineers (ITE), and the Urban Land Institute (ULI).

Appendix



Aerial View of Study Location **Figure 1**

Intersection of Keystone Avenue with Vine Street Looking North **Figure 2**

Intersection of Keystone Avenue with Vine Street Looking South **Figure 3**

00 Hundred Block of Keystone Avenue Looking South **Figure 4**

00 Hundred Block of Keystone Avenue Looking North **Figure 5**

100 Block of Keystone Avenue Looking South **Figure 6**

100 Block of Keystone Avenue Looking South **Figure 7**

Intersection of Keystone Avenue with Madison Street Looking South **Figure 8**

Intersection of Keystone Avenue with Vine Street Looking Southeast **Figure 9**

Table 1
00 BLOCK OF KEYSTONE AVENUE – SPEED DATA SUMMARY

Date	Northbound		Southbound		Total	
	Median Speed	85th Percentile Speed	Median Speed	85th Percentile Speed	Median Speed	85th Percentile Speed
July 27*	23	27	24	28	23	27
July 28	24	28	24	27	24	28
July 29	25	29	23	28	24	29
July 30	24	29	23	28	24	28
July 31	24	28	24	27	24	28
August 1	25	28	24	29	25	28
August 2	25	29	24	27	25	29
August 3	24	28	24	27	24	28
August 4	24	28	24	28	24	28
August 5	25	29	25	28	25	29
August 6	25	29	25	28	25	29
August 7	24	29	24	28	24	28
Average	**24.34**	**28.42**	**23.95**	**27.72**	**24.25**	**28.25**

Speed in Miles Per Hour
* - Partial Day

Table 2
100 BLOCK OF KEYSTONE AVENUE – SPEED DATA SUMMARY

Date	Northbound		Southbound		Total	
	Median Speed	85th Percentile Speed	Median Speed	85th Percentile Speed	Median Speed	85th Percentile Speed
August 8	26	29	23	28	25	29
August 9	25	29	25	29	25	29
August 10	26	30	25	29	26	29
August 11	25	29	23	28	25	28
August 12	25	28	22	26	24	28
August 13	25	28	24	28	24	28
August 14	26	30	24	29	25	29
August 15	25	29	23	27	25	29
August 16	25	29	25	29	25	29
August 17*	25	29	23	28	24	29
Weighted Average	**25.30**	**28.99**	**23.86**	**28.10**	**24.93**	**28.70**

Speed in Miles Per Hour
* - Partial Day

Table 3
00 HUNDRED BLOCK OF KEYSTONE AVENUE – DAILY TRAFFIC VOLUME

Date	Northbound	Southbound	Total
July 27*	206	173	379
July 28	334	311	645
July 29	222	214	436
July 30	136	150	286
July 31	284	260	544
August 1	274	228	502
August 2	282	255	537
August 3	259	240	499
August 4	286	247	533
August 5	222	182	404
August 6	177	145	322
August 7	205	257	462
Average[1]	**244**	**226**	**470**

* - Partial Day
1 – Does not include data for partial days

Table 4
100 BLOCK OF KEYSTONE AVENUE – DAILY TRAFFIC VOLUME

Date	Northbound	Southbound	Total
August 8	264	144	408
August 9	304	201	505
August 10	298	171	469
August 11	271	107	378
August 12	222	148	370
August 13	174	147	321
August 14	283	190	473
August 15	289	188	477
August 16	259	191	450
August 17*	33	38	71
Average[1]	**263**	**165**	**428**

* - Partial Day
1 – Does not include data for partial days

Table 5
100 BLOCK OF KEYSTONE AVENUE – SUPPLEMENTAL SPEED DATA SUMMARY

Date	Northbound		Southbound		Total	
	Median Speed	85th Percentile Speed	Median Speed	85th Percentile Speed	Median Speed	85th Percentile Speed
October 10*	24	29	27	32	26	30
October 11	24	28	27	31	27	31
October 12	25	30	26	31	26	30
October 13	26	30	26	30	26	30
October 14	24	29	27	30	26	29
October 15	25	29	26	30	25	29
October 16	25	30	27	30	26	30
October 17*	25	30	26	31	26	30
Weighted Average	**23.94**	**29.53**	**23.32**	**30.60**	**23.55**	**29.72**

Speed in Miles Per Hour
* - Partial Day
Note: Data for October 11 was not included in average

Table 6
100 BLOCK OF KEYSTONE AVENUE – SUPPLEMENTAL DAILY TRAFFIC VOLUME

Date	Northbound	Southbound	Total
October 10*	42	53	95
October 11	39	165	204
October 12	146	282	428
October 13	199	296	495
October 14	64	104	168
October 15	130	157	287
October 16	153	257	410
October 17*	63	131	194
Average[1]	**138**	**219**	**357**

* - Partial Day
1 – Does not include data for partial days
Note: Data for October 11 was not included in average

Jeff Loster

From: Steve Lefko [redacted]
Sent: Thursday, September 07, 2017 5:32 PM
To: Jeff Loster
Subject: RE: Traffic and Safety Commission

Thanks Jeff,

You can pass my info, this note, give a call with any questions etc. There is a growing concern with the safety of children crossing Oak at Franklin. I was new to that intersection last year with a change in schools and saw too many avoidable close calls. Lots of people are talking about increased enrollment, encouraging more bikers and walkers, more traffic, and already this year there are close calls. There may be others, an in my experience close calls come mostly from 1. cars being parked on Oak so close to the intersection that children cannot see around for oncoming cars, and oncoming cars cannot see children and 2. multiple cars crossing on Oak over Franklin intersection in opposite directions where one car is stopping waving children on while the car in the other direction isn't stopping.

It turns out there are absolutely no safety measures in place for children to cross Oak at Franklin. If you walk from Thatcher to Lathrop on Oak you'll see anything from four-way stops, neon walker signs, painted crosswalks across Oak and any combination of these to improve safety for crossing Oak. At Franklin, nothing but close calls.

I raised this last year about this time, met Officer Glenn Czernik at the intersection to observe and he described measures, like above, that could be used to improve safety. I understand a crossing guard might be the last step to improve safety; we're hoping the Village takes the right first step before we have an accident at an intersection with no safety measures for those crossing Oak.

Let me know what you need from the villagers to assess the situation and respond in a way that shows safety is among the top priority.

Much thanks
Steve Lefko
719 Thatcher Ave
[redacted]

Traffic and Safety Commission - Petition of Support

Requested Action(s): Consider enhancing the safety of children/people crossing Oak Ave at Franklin Ave.

Name	Address	Date	Signature
Stan Lefko	719 THATCHER	9/11/17	
Laurie Solberg	710 Ashland Ave	9/11/17	Laurie Solberg
Jeff Solberg	632 Lathrop Ave	9/11/17	
Jenny Wintr	722 Ashland Ave	9/11/17	
Missy D Alise	111 Thatcher	9/11/17	

*Please note that by adding your information to the above petition, you are indicating your support of the requested action(s)

Safety First for Children Walking and Biking to River Forest Schools

Sep 26 2017 Steve Lefko (/author.php?petid=88491&ref=petition)

53 Signatures (/petitions/safety-first-for-children-walking-and-biking-to-river-forest-schools/signatures.html) Like 84 Share

#City & Town Planning (/petition-campaigns/City-and-Town-planning/)

Target: Village of River Forest, IL

Region: United States of America (/petition-campaigns/United-States-of-America/)

Let's keep CHILD SAFETY FIRST - Please support this petition and the Village' of River Forest immediately implementing safety measures at the Oak and Franklin intersection. Higher student enrollment and increased car traffic are creating 'close calls' at the intersection of Oak and Franklin. Our Schools incent students to walk and bike to school and currently there are no safety measures in place for those crossing Oak at Franklin - none. Franklin is a feeder-street to Lincoln Elementary and the Oak intersection is the first intersection from this school. This intersection is also especially busy during weekday mornings and afternoons with children and cars coming and going from nearby Roosevelt Middle School. The Village of River Forest and RFPD has been aware of the gap in safety at this intersection for over one year, and still the Traffic and Safety Commission will not make a motion to the Village Board to immediately install low cost / high benefit safety measures without collecting more information. This petition is aimed at supporting a Village of River Forest decision to immediately implement low cost / high benefit safety measures such as striped crosswalks to alert drivers, painted curbs to dissuade parking that may obstruct views important to safety, or other measures while they review a gold-standard level of safety-first at this busy intersection.

I support the Traffic and Safety Commission and the Village of River Forest, IL in immediately implementing low cost / high benefit safety measures at Oak and Franklin, such as striped crosswalks, painted curbs, or others, to increase driver awareness and child safety at the intersection of Oak and Franklin. I also support the Village's more thorough review of this intersection and implementation of optimal safety measures at this same intersection. Follow this topic by attending the next Traffic and Safety Commission meeting in November.

Sign this petition

First name | Last name

Email

State, county or province

City or town

Comment to target

Display my name publicly [?]

Verify (check then click Sign) [?]

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Sign this petition

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Petition tags: riverforestsafetyfirst (/tag/riverforestsafetyfirst)

Safety First for Children Walking and Biking to River Forest Schools (/petitions/safety-first-for-children-walking-and-biking-to-river-forest-schools.html)

This petition (/petitions/safety-first-for-children-walking-and-biking-to-river-forest-schools.html) was published by Steve Lefko on Sep 26, 2017

Public Signature List (/petitions/safety-first-for-children-walking-and-biking-to-river-forest-schools/signatures.html)

Map (/petitions/safety-first-for-children-walking-and-biking-to-river-forest-schools/signature-map.html) RSS ▾

Search sigs by last name Go

Signatures **53** to **1** of **53**

#	Name	Town/City	S/C/P	Comment	Date
53	Judith Wolfman	River Forest	IL	View (/petition-comment.php?cid=21692481)	Oct 02, 2017
52	Paul Wolfman	River Forest	IL	View (/petition-comment.php?cid=21692479)	Oct 02, 2017
51	Anonymous	River Forest	IL	N/G	Sep 30, 2017
50	Jennifer Moore	River Forest	IL	N/G	Sep 29, 2017
49	Damon Ranieri	River Forest	IL	N/G	Sep 28, 2017
48	Anonymous	Rivers Forest	Illinois	N/G	Sep 27, 2017
47	Kim Meyer	River Forest	IL	View (/petition-comment.php?cid=21685886)	Sep 27, 2017
46	Phoebe Frye	River Forest	Il	N/G	Sep 27, 2017
45	Meg Sullivan	River Forest	IL	N/G	Sep 27, 2017
44	Julie Brown	River Forest	IL	N/G	Sep 27, 2017
43	Patty Hullinger	River Forest	IL	N/G	Sep 27, 2017
42	Lea Thies	River Forest	IL	N/G	Sep 27, 2017
41	Annie Dwyer	River forest	Il	N/G	Sep 27, 2017
40	Molly Anderson	River Forest	IL	N/G	Sep 27, 2017
39	Laura Haussmann	River Forest	Il	N/G	Sep 27, 2017
38	Dionna Plywacz	River Forest	Illinois	View (/petition-comment.php?cid=21684260)	Sep 27, 2017
37	Kathryn O'Shaughnessy	river forest	IL	N/G	Sep 26, 2017
36	Ann Bath	River Forest	Il	N/G	Sep 26, 2017

35	Anna Cook	River Forest	Il	N/G	Sep 26, 2017
34	Melissa Heintz	River Forest	Il	N/G	Sep 26, 2017
33	Anna Schaider	River Forest	Illinois, Cook	N/G	Sep 26, 2017
32	Keary Cragan	River Forest	Illinois	N/G	Sep 26, 2017
31	Laurie Solberg	River Forest	IL	N/G	Sep 26, 2017
30	Gerri Humbert	River Forest	Illinois	N/G	Sep 26, 2017
29	Nikki Elza	River forest	N/G	N/G	Sep 26, 2017
28	Kathryn Schmahl	River Forest	Il	N/G	Sep 26, 2017
27	Anonymous	river forest, il 60305	N/G	N/G	Sep 26, 2017
26	Kim Lefko	River forest	Il	N/G	Sep 26, 2017
25	Susan Altier	River Forest	IL	View (/petition-comment.php?cid=21683790)	Sep 26, 2017
24	Kristin Collins	RIVER FOREST	IL	N/G	Sep 26, 2017
23	Ashley Dumm	River Forest	IL	N/G	Sep 26, 2017
22	Anonymous	River Forest, IL	N/G	View (/petition-comment.php?cid=21683726)	Sep 26, 2017
21	Meredith Natale	River Forest	Illinois	N/G	Sep 26, 2017
20	Anonymous	60305	IL	N/G	Sep 26, 2017
19	Sarah Hampson	River Forest	IL	N/G	Sep 26, 2017
18	Dana Smith	River Forest	IL	N/G	Sep 26, 2017
17	Ginger Timchak	River Forest	IL	N/G	Sep 26, 2017
16	Alanna Sullivan	Oak Park	Illinois	N/G	Sep 26, 2017
15	Vanessa Druckman	Il	river forest	N/G	Sep 26, 2017
14	Kristin Bailitz	River Forest	IL	N/G	Sep 26, 2017
13	Laura Maychruk	River Forest	IL	N/G	Sep 26, 2017
12	Dee Dee Carr	River Forest	IL	N/G	Sep 26, 2017
11	Vickie Freund	River Forest	IL	View (/petition-comment.php?cid=21683615)	Sep 26, 2017
10	Calley Wienke	River Forest	Illinois	N/G	Sep 26, 2017
9	Anonymous	River forest	Il	N/G	Sep 26, 2017
8	Sarah Donoho	River Forest	Il	N/G	Sep 26, 2017
7	Carolyn Sherman	River Forest	Illinois	View (/petition-comment.php?cid=21683498)	Sep 26, 2017
6	Ariane Abcarian	River Forest	IL	N/G	Sep 26, 2017
5	Claire Simon	River forest	Il	N/G	Sep 26, 2017
4	Anonymous	Glenview	Illinois	N/G	Sep 26, 2017
3	Missy Dalise	IL	River Forest	View (/petition-comment.php?cid=21683430)	Sep 26, 2017

2	Jenny Winter	IL	River Forest	N/G	Sep 26, 2017
1	stephen lefko	River Forest	IL	View (/petition-comment.php?cid=21683371)	Sep 26, 2017

- N/G - not given by the signer
- N/C - field not collected by the author
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- View - mouseover to view comment
- Dates displayed in the signature list are based on UTC/GMT
- Anonymous signatures signify people who have chosen not to display their names publicly. [?]
- A comment in red indicates that the signer has hidden their comment from public view. [?]

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View Petition (/petitions/safety-first-for-children-walking-and-biking-to-river-forest-schools.html)
Map (/petitions/safety-first-for-children-walking-and-biking-to-river-forest-schools/signature-map.html)
Tell (/tell.php?petid=88491) Banners (/bannerspage.php?petid=88491#banners) Bookmark
Tip Jar (/one-off-sponsorship.php)

On several occasions, the River Forest Police Department deployed officers to observe the activity of this intersection. Below is a summary of their observations/recommendations:

10/20/17

1. I did not see any car exceed 28 mph
2. Students were crossing without looking
3. Some very young students were allowed to walk to school
4. There are no school zone or stop for pedestrian signs
5. Cars going south on Franklin became impatient while waiting for traffic to clear
6. The biggest issue seemed to be students who would walk ro bike into the street without looking. The 1st half of the assignment I stayed in my car and the confusion seemed worse. The 2nd half I got out and crossed students and the traffic/congestion seemed to get better.

10/19/17

1. On the traffic mission on Oak and Franklin, I did not observe any obvious traffic violations warranting any traffic stops.
2. For about a 15-20 minute period, there seems to be a high volume of pedestrians, bicyclists and motorists in the area.
3. Many of the juvenile pedestrians are distracted with cellphones or friends and walking into the crosswalk without any regard for traffic. I noticed that some juveniles walking to Roosevelt are crossing at Franklin instead of walking down to Lathrop where there is a crossing guard available.
4. I observed juvenile bicyclists riding northbound Franklin and then e/b Oak without regard for vehicular traffic on Oak. Some of the bicyclists are also on their cellphones.
5. I observed the vehicular traffic on Oak (waiting to turn on Franklin) getting backed up as they have to wait for the staggered groups of pedestrians crossing at the crosswalk at Franklin.
6. All of this seems to add to the congestion issues that occur from 0800-0820hrs. I would assume that when the weather gets colder, the amount of pedestrian & bicyclists will diminish. Maybe during the warmer months, a crossing guard at Franklin & Oak would help with the pedestrian crossing issues.
7. I think some education needs to be done at all the schools with the kids on bicycle safety, using cell phones while walking or on a bike etc.
8. East and West bound traffic on Oak/Franklin is the most congested, which includes vehicles, students and other pedestrians (dog walkers & etc). Vehicles actually make stops in those directions (east and west) even without stop signs. Which is confusing for South bound traffic when school (Roosevelt) lets out.
9. It might be a good idea to have another set of stop signs at this particular location.
10. There is a lot of pedestrian traffic with kids walking and riding bikes all over not paying any attention to traffic. Cars park on Oak near Franklin on both sides of the street to pick kids up probably to avoid the congestion around Oak/Lathrop and Oak/Ashland. Cars being parked on both sides of Oak create a funnel creating line of sight issues and general traffic congestion as well as kids crossing the street in the middle of the block.
11. I suggest the Village with the schools draft a letter that each school can hand out to each child or get to the parents on walking safety, bike safety and driving safety and to let parents and kids be aware of the problem and general rules.

10/18/17

1. On 2 occasions a juvenile put themselves in a dangerous position because they were looking down at their cellphones. One boy was riding his bike in the street (w/b Oak) while looking down at his phone. The boy on the bike cut off a motorist who had to slow/stop to avoid hitting him. Another boy was looking down at his phone when crossing Oak at the Franklin intersection while a vehicle was approaching. The boy never looked up to "check both ways" when crossing and should have waited for the road to be clear.
2. I also noticed that cars parked on Oak near the intersection (parents waiting to pick up kids). Though parked legally, the cars were close enough to the intersection that they may have obstructed a clear view of the intersection of motorists and pedestrians. Also, by being parked on Oak it narrowed the street and created a bottle neck near the intersection, causing more confusion with all of the pedestrians trying to cross. Note: this didn't seem to be as much of a problem on Oct 16th &17th.
3. Finally, a pedestrian approached me on 16Oct17 and related a big hazard was when a motorist would stop for pedestrians trying to cross, wave them on, but other motorists were unaware. This would cause the pedestrians and the second motorist to both think they were clear to cross, putting pedestrians at risk.

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MEMORANDUM TO: Jeff Loster, PE, CFM, CPESC
Village Engineer
Village of River Forest

FROM: Brendan S. May
Consultant

Luay R. Aboona, P.E.
Principal

DATE: November 8, 2017

SUBJECT: Traffic Evaluation
Oak Avenue with Franklin Avenue
River Forest, Illinois

This memorandum summarizes the results of a traffic evaluation conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the intersection of Oak Avenue with Franklin Avenue in River Forest, Illinois. The purpose of this study was to examine the existing intersection characteristics and evaluate the traffic counts conducted by KLOA, Inc. and speed surveys collected by the Village of River Forest to determine if any intersection modifications are required to improve safety of pedestrians crossing the intersection.

Existing Roadway Characteristics

Oak Avenue is an east-west local roadway that is under the jurisdiction of the Village of River Forest and has a posted speed limit of 25 miles per hour. Oak Avenue extends from Thatcher Avenue east to Harlem Avenue, provides one through lane in each direction with parking generally permitted on both sides of the roadway.

At its all-way stop-sign controlled intersection with Park Avenue, Oak Avenue provides a shared left/through/right-turn lane in both directions and both Oak Avenue approaches provide standard crosswalks. At its unsignalized intersection with Franklin Avenue, Oak Avenue provides a shared left/through/right-turn lane in both directions and both Oak Avenue approaches provid standard crosswalks. At its unsignalized intersection with Ashland Avenue, Oak Avenue provides a shared left/through/right-turn lane in both directions and both Oak Avenue approaches provide high visibility crosswalks. At its all-way stop sign controlled intersection with Lathrop Avenue, Oak Avenue provides a shared left/through/right-turn lane in both directions and both Oak Avenue approaches provide high visibility crosswalks.

It should be noted that Oak Avenue between Lathrop Avenue and Jackson Avenue is restricted to through traffic, via cones, on school days. Furthermore, Park Avenue and Ashland Avenue between Lake Street and Oak Avenue are restricted to one-way northbound movements only on school days between 7:30 A.M. and 4:00 P.M.

Franklin Avenue is a north-south local roadway that is under the jurisdiction of the Village of River Forest and has a posted speed limit of 25 miles per hour. Franklin Avenue provides one lane in each direction and extends within the Village municipal limits which are Madison Street on the south to North Avenue on the north. On-Street parking is generally permitted on both sides of the roadway. At its unsignalized intersection with Oak Avenue, Franklin Avenue provides a shared left/through/right-turn lane in both direction and both Franklin Avenue approaches provide standard crosswalks. South of Oak Avenue, Franklin Avenue is restricted to one-way southbound movements on school days between 7:30 A.M. and 4:00 P.M.

It is important to note that Roosevelt Middle School and Lincoln Elementary school are located approximately 1,000 feet east and south of the subject intersection, respectively. Furthermore, the traffic control, style of crosswalks and signage are inconsistent at each intersection along Oak Avenue between the two schools. **Figure 1** illustrates the existing roadway characteristics and signage within the vicinity of Oak Avenue with Franklin Avenue. Photos of the intersection of Oak Avenue with Franklin Avenue are provided in **Figure 2** through **5**. All figures and tables mentioned in this study will be included in the Appendix.

Existing Traffic Volumes and Speed Data Summary

In order to determine the existing traffic, pedestrian and bicycle volumes that traverse the intersection of Oak Avenue with Franklin Avenue, KLOA, Inc. conducted 12-hour counts utilizing Miovision Scout Collection Units on Tuesday, October 10, 2017. The results of the traffic and pedestrian counts are summarized in **Tables 1** and **2**, respectively. It should be noted that on the day the traffic count was conducted rain was observed, however, the rain did not begin until approximately 5:00 P.M. and the before and after school activity, including pedestrian movements, were observed to occur prior to the start of the rain.

Furthermore, the existing travel speeds were collected by the Village of River Forest along the 7700 block of Oak Avenue from 2:40 P.M. on Thursday, September 28, 2017 to 1:50 P.M. on Tuesday, October 10, 2017. The collected data provides the speed of each vehicle and a daily traffic count, and also determined the direction of travel of each vehicle. **Tables 3** and **4** summarize the volume data and speed data (by day and by travel direction) for the 7700 hundred block, respectively**.** The results of the speed data were summarized in two ways for each location. First, the median speed was calculated which is the value at the midpoint of the frequency distribution of the observed speeds, such that there is an equal probability of data falling above or below it. Second, 85th percentile speed was calculated, which is the speed at which 85 percent of the motorists drive at or below and is a benchmark to determine speed limits.

Evaluation of Traffic Count Data

As can be seen from Tables 1 and 2, the peak vehicle and pedestrian volumes occur during the weekday morning (7:30 to 8:30 A.M.) peak hour and during the weekday afternoon (3:00 to 4:00 P.M.) peak hours. These peak hours are consistent with the start and end times (8:30 A.M. and 3:20 P.M., respectively) of both Roosevelt Middle School and Lincoln Elementary School which generate the majority of school vehicle and pedestrian traffic during drop-off and pick-up activities.

As can be seen from Table 3, the 7700 hundred block of Oak Avenue carries an average daily traffic volume of 357 vehicles. Looking specifically at weekdays (school days), the 7700 block of Oak Avenue carries an average daily traffic of 402 vehicles. Based on *Residential Streets*, Third Edition[1], residential roads typically have a daily volume between 400 and 1,500 vehicles. Therefore, the traffic volumes along Oak Avenue are generally within an acceptable range for residential roads. Furthermore, the River Forest Comprehensive Plan dated November 2003 states that local streets, such as Oak Avenue, are not designed to accommodate high volumes of traffic, local streets should be protected from high traffic volumes and cut-through traffic and commercial traffic should be minimized on local streets. The results of the traffic count data suggest that Oak Avenue meets this criteria as it does not carry a high volume of passenger vehicle or commercial traffic.

Evaluation of Speed Data

The main factors affecting travel speeds are the roadway's physical and operating characteristics including width of road, number of travel lanes, hills, curves, roadway surface, and length of free-flow conditions. Many of these attributes are fixed along a roadway's infrastructure and are generally difficult and/or costly to change. Courts typically only uphold tickets when they are 8 to 10 mph over the speed limit and as such, 85th percentile speed within five miles per hour are typically considered accepted or reasonable.

As can be seen from Table 4, eastbound and westbound vehicles traversing the 7700 block of Oak Avenue Avenue had an average median speed of 25 miles per hour with an average 85th percentile speed of 29 miles per hour. Looking specifically at weekdays (school days), the eastbound and westbound vehicles traversing the 7700 block of Oak Avenue also had an average median speed of 25 miles per hour with an average 85th percentile speed of 29 miles per hour. Therefore, the results of the speed data indicated that vehicles traversing Oak Avenue are on average traveling the posted speed limit. Additionally, the observed 85th percentile speed along Oak Avenue of approximately 29 miles per hour is within five miles per hour of the posted speed limit. As such, the travel speeds along Oak Avenue are reasonable and within the range of typically acceptable speeds.

[1] *Residential Streets*, Third Edition was developed by the National Association of Home Builders (NAHB), the American Society of Civil Engineers (ASCE), the Institute of Transportation Engineers (ITE), and the Urban Land Institute (ULI).

Discussion and Recommendations

In order to determine if all-way stop sign control is warranted for the intersection of Oak Avenue with Franklin Avenue, the existing traffic volume and speed data were compared to the Multi-Way Stop guidelines published in Chapter 2B of the Manual on Uniform Traffic Control Devices (MUTCD). The MUTCD criteria for Multi-Way Stop control is as follows:

1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and

2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour.

It should be noted that the MUTCD states that if the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2. As can be seen from the results of the speed surveys, the 85th percentile speeds do not exceed 40 miles per hour and as such, the original minimum values apply.

Based on the results of the traffic counts conducted on Tuesday, October 10, 2017 the major street approaches average less than 300 vehicles per hour and the minor street averages less than 200 units per hour as summarized in **Table 5**.

Furthermore, capacity analyses conducted utilizing Synchro 9 computer software for the intersection during the weekday morning and weekday afternoon peak hour indicate that the Franklin Avenue approaches currently operate at the acceptable level of service C or better during the peak hours with delays of 19.3 seconds or less.

As such, based on the existing traffic volume and speed surveys, all-way stop sign control at this intersection is not warranted and as such is not recommended.

However, a review of the existing roadway and intersection characteristics do indicate that several pedestrian improvements can be implemented to increase the visibility of pedestrians crossing Oak Avenue at Franklin Avenue and to improve the consistency of striping and signage along Oak Avenue.

Similar to the crosswalks provided at the intersection of Oak Avenue with Lathrop Avenue, all legs of the intersection of Oak Avenue with Franklin Avenue should be restriped to provide high visibility crosswalks. Additionally, similar to the signs provided at the intersections of Oak Avenue with Lathrop Avenue and Oak Avenue with Park Avenue, “School Advance Crossing” signs should be provided on Oak Avenue alerting eastbound and westbound vehicles of the school crossing provided at the intersection of Oak Avenue with Franklin Avenue. **Figure 6** illustrates the proposed intersection improvements as well as the existing roadway characteristics at the adjacent intersections.

Conclusion

Based on the preceding traffic evaluation and review of the existing traffic volumes, speed surveys as well as the roadway's physical and operating characteristics the following was determined:

- The travel speeds of traffic on Oak Avenue with an average median speed of 25 miles per hour and an average 85th percentile speed of 29 miles per hour are reasonable and within the range of typically acceptable speeds.

- The traffic volumes on Oak Avenue are generally within an acceptable range for residential roads confirming that Oak Avenue does not carry a high volume of passenger vehicle or commercial traffic.

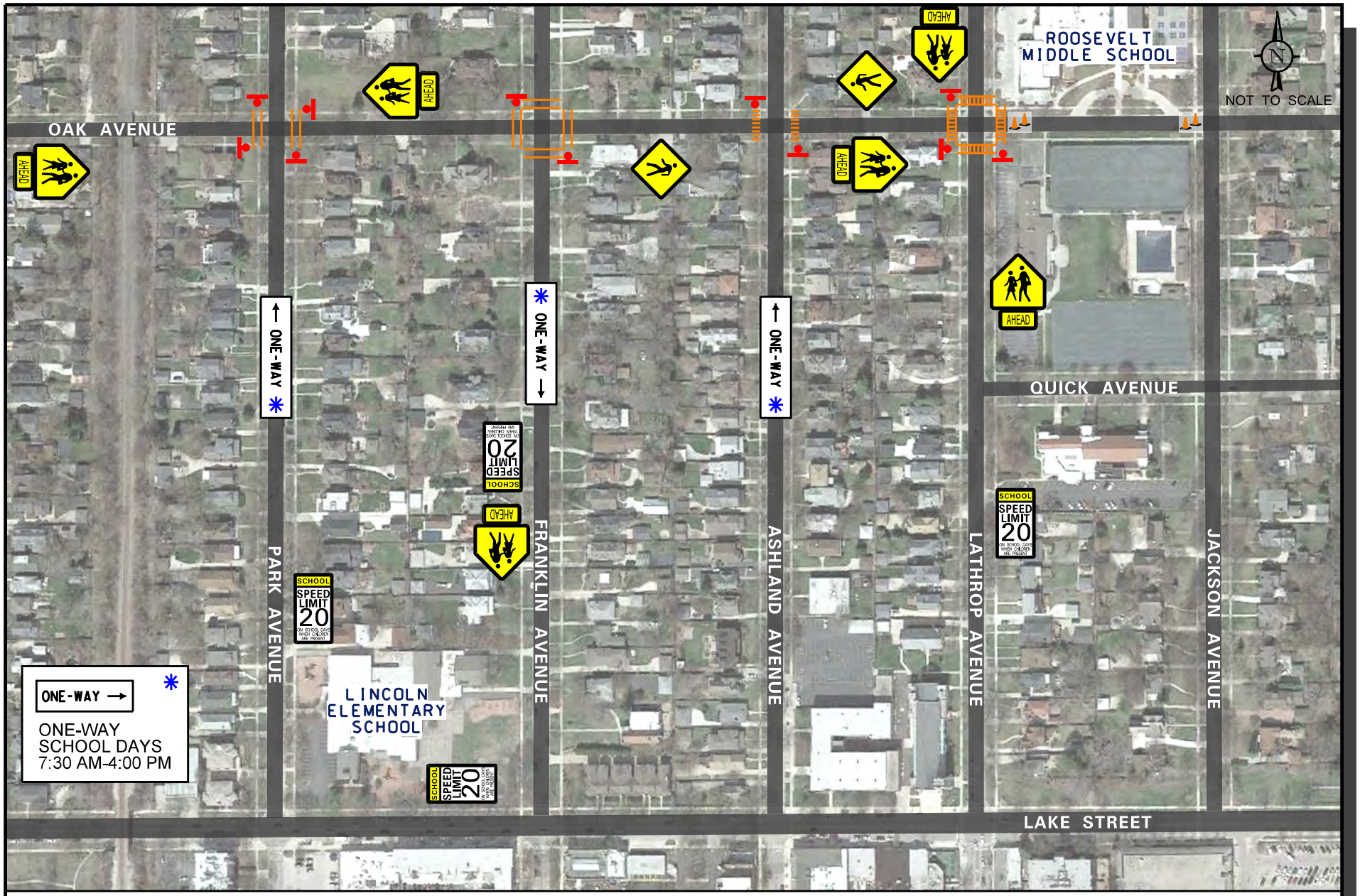
- The results of the traffic and pedestrian counts at the intersection of Oak Avenue with Franklin Avenue together with the results of the speed surveys do not warrant the provision of all-way stop sign control.

- It is recommended that all legs of the intersection of Oak Avenue with Franklin Avenue be restriped to provided high visibility crosswalks.

- It is recommended that "School Advance Crossing" signs be provided on Oak Avenue alerting eastbound and westbound vehicles of the school crossing.

- The intersections of Oak Avenue with Park Avenue, Franklin Avenue, Ashland Avenue and Lathrop Avenue provide inconsistent traffic control, style of crosswalks and signage. While the proposed intersection modifications will eliminate some of these inconsistencies, a broader study will be needed to ensure a uniform application of traffic control, crosswalks and signage throughout the area.

Appendix



Oak Avenue & Franklin Avenue River Forest, Illinois

Existing Roadway Characteristics

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

Job No: 17-241 Figure: 1

Intersection of Oak Avenue with Franklin Avenue Looking Southwest **Figure 2**

Intersection of Oak Avenue with Franklin Avenue Looking Southeast **Figure 3**

Intersection of Oak Avenue with Franklin Avenue Looking Northwest **Figure 4**

Intersection of Oak Avenue with Franklin Avenue Looking Northeast **Figure 5**

Table 1
HOURLY COUNT SUMMARY - VEHICLES

Time	Eastbound				Westbound				Northbound				Southbound				Grand Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	4	64	16	**84**	14	49	4	**67**	2	12	8	**22**	4	46	2	**52**	225
7:30 AM	6	117	43	**166**	38	97	4	**139**	0	8	7	**15**	4	59	9	**72**	392
8:00 AM	2	82	32	**116**	34	75	1	**109**	1	3	3	**7**	0	37	12	**49**	281
9:00 AM	2	44	13	**59**	11	16	3	**30**	0	3	0	**3**	1	20	0	**21**	113
10:00 AM	1	25	15	**41**	10	23	2	**35**	0	2	0	**2**	1	11	0	**12**	90
11:00 AM	2	35	19	**56**	16	19	5	**40**	1	0	1	**2**	2	13	2	**17**	115
12:00 PM	1	38	22	**61**	15	20	2	**37**	0	1	0	**1**	2	20	2	**24**	123
1:00 PM	3	31	11	**45**	10	18	1	**29**	1	1	0	**2**	2	13	0	**15**	91
2:00 PM	2	33	25	**60**	15	19	6	**40**	0	0	1	**1**	1	31	0	**32**	133
2:30 PM	6	67	35	**108**	38	94	6	**138**	0	1	2	**3**	2	40	0	**42**	291
3:00 PM	6	73	31	**110**	37	101	6	**144**	1	2	2	**5**	2	37	1	**40**	299
4:00 PM	3	81	14	**98**	13	46	5	**64**	0	15	8	**23**	5	26	1	**32**	217
5:00 PM	3	83	8	**94**	6	44	4	**54**	5	15	12	**32**	6	28	3	**37**	217
6:00 PM	1	61	5	**67**	3	33	3	**39**	1	19	6	**26**	3	15	1	**19**	151

Table 2
HOURLY COUNT SUMMARY - PEDESTRIANS

Time	West Leg	East Leg	South Leg	North Leg	Grand Total
7:00 AM	5	3	11	14	**33**
7:30 AM	35	4	51	34	**124**
8:00 AM	31	3	45	25	**104**
9:00 AM	2	1	3	5	**11**
10:00 AM	2	4	2	3	**11**
11:00 AM	2	1	0	5	**8**
12:00 PM	1	1	5	2	**9**
1:00 PM	1	1	4	1	**7**
2:00 PM	4	3	3	6	**16**
2:30 PM	28	24	36	30	**118**
3:00 PM	27	32	44	52	**155**
4:00 PM	0	4	11	18	**33**
5:00 PM	0	2	0	0	**2**
6:00 PM	2	0	0	1	**3**

Table 3
7700 HUNDRED BLOCK OF Oak AVENUE – DAILY TRAFFIC VOLUME

Date	Eastbound	Westbound	Total
September 28*	150	90	240
September 29	251	140	391
September 30	205	166	371
October 1	105	81	187
October 2	187	116	303
October 3	352	207	559
October 4	259	177	436
October 5	264	161	425
October 6	279	131	410
October 7	142	82	224
October 8	184	153	337
October 9	216	76	292
October 10*	124	66	190
Average[1]	**222**	**135**	**357**

* - Partial Day
1 – Does not include data for partial days

Table 4
7700 BLOCK OF OAK AVENUE – SPEED DATA SUMMARY

Date	Eastbound		Westbound		Total	
	Median Speed	85th Percentile Speed	Median Speed	85th Percentile Speed	Median Speed	85th Percentile Speed
September 28*	25	30	24	29	25	30
September 29	25	30	23	27	25	29
September 30	25	29	23	28	24	28
October 1	26	28	24	28	25	28
October 2	26	31	24	29	26	30
October 3	26	30	24	28	25	29
October 4	26	29	24	28	25	29
October 5	26	30	24	28	25	29
October 6	25	30	23	28	25	29
October 7	27	30	26	29	26	30
October 8	26	30	24	28	25	29
October 9	27	31	25	28	26	30
October 10*	26	30	24	29	26	30
Average	**25.78**	**29.85**	**23.88**	**28.24**	**25.12**	**29.26**

Speed in Miles Per Hour
* - Partial Day

Table 5
ALL-WAY STOP SIGN WARRANT – VOLUME SUMMARY

Time	Total Major Street Approach Vehicles	Minor Approach Units				
		Southbound Vehicles	Northbound Vehicles	Pedestrians Crossing West Leg	Pedestrians Crossing East Leg	Total
7:00 AM	**151**	52	22	5	3	**82**
8:00 AM	**225**	49	7	31	3	**90**
9:00 AM	**89**	21	3	2	1	**27**
10:00 AM	**76**	12	2	2	4	**20**
11:00 AM	**96**	17	2	2	1	**22**
12:00 PM	**98**	24	1	1	1	**27**
1:00 PM	**74**	15	2	1	1	**19**
2:00 PM	**100**	32	1	4	3	**40**
3:00 PM	**254**	40	5	27	32	**104**
4:00 PM	**162**	32	23	0	4	**59**
5:00 PM	**148**	37	32	0	2	**71**
6:00 PM	**106**	19	26	2	0	**47**

Oak Avenue & Franklin Avenue River Forest, Illinois

Recommended Street Modifications

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

Job No: 17-241

Figure: 2

INCORPORATED 1880
RIVER FOREST
Proud Heritage
Bright Future

MEMORANDUM

DATE: November 15, 2017

TO: Traffic and Safety Commission

FROM: Jeff Loster, Village Engineer

SUBJECT: 7900 block of Division St – Parking zones

Issue: It has come to our attention that there is a length of approximately 120 feet between the east Thatcher Ave curb and the start of the striped parking zone along the north side of Division St. While this area is not specifically striped to allow parking, there is no signage present to clarify what is/is not permitted.

Analysis: It appears that the parking zone striping in this area has remained unchanged for a significant amount of time. In the past, Pace has maintained a bus route along Division St throughout River Forest. The northeast corner of Thatcher Ave and Division St was a designated bus stop, and is reflected as such in the Village ordinance. For this reason, the striped parking stalls were pushed a significant distance away from Thatcher Ave to allow for a bus to easily pull over to the north curb at the stop. While Pace no longer operates a route along Division St through River Forest, the pavement markings have remained unaltered.

As a result, the Village has the option to either extend the parking stalls further west toward Thatcher Ave or to designate a No Parking Zone in this area. In speaking with the Police Department regarding the matter, it is Staff's recommendation that a No Parking Zone be installed. With this area regularly being congested during morning and evening rush hours, it does not seem prudent to allow more parked vehicles to further restrict the flow of traffic and potentially create additional sight line issues.

Recommendations:
At this time, the Commission should make a motion to recommend extending the parking lane further west toward Thatcher Avenue or to create a No Parking Zone between the western limit of the existing parking lane and Thatcher Ave.