1) Call to Order
2) Pledge to the Flag
3) Roll Call
4) Report by Chair
5) Approval of Minutes
6) Unfinished Business
7) New Business
   a) Review of a Request for a Four-way Stop Sign at Pratt Avenue and Navajo Avenue
8) Public Forum
9) Report by Staff
   a) Crawford Avenue Construction, Ms. Engelmann
   b) Pratt Avenue and Central Avenue Traffic Signal Upgrade, Ms. Engelmann
10) Good of the Order
11) Adjournment

Posted on the Village's Community Calendar, at the Village Hall and the Police Department located at 6900 N. Lincoln Avenue, Lincolnwood, IL. September 16, 2014.
1. Call to order

Chair Gelfund called the meeting to order at 7:05 p.m.

2. Pledge to the Flag

Chair Gelfund led the Commission in the Pledge to the Flag.

3. Roll Call

Commissioners Mark Bonner, Antonio Costantino, Donald Gelfund, Georjean Nickell, Scott Troiani, and Assistant to the Public Works Director Ashley Engelmann, Officer Michael Knapp, Village Engineer James Amelio, and Chief Robert LaMantia were present.

Commissioners James Lee and Claude Petit were absent.

4. Report by Chair

Chairman Gelfund reported the Commission is made up of volunteers appointed by the Mayor to address traffic and parking concerns. Residents serve on the Commission because they are problem solvers and concerned about the community, just as the people attending the meeting.

5. Approval of Minutes

a. Commissioner Bonner moved to approve the minutes of June 19, 2014. Commissioner Troiani seconded. The motion was unanimously approved.

6. Unfinished Business

None

7. Traffic and Parking Concerns at 4601 and 4711 W. Touhy Avenue

Chief LaMantia reported on the on-going parking and traffic challenges between the residents of 4601 W. Touhy Ave. and the Psistaria Restaurant of 4711 W. Touhy Ave.

Approximately three years ago, Psistaria Restaurant underwent new ownership and has since become very successful. The restaurant’s success has brought several traffic and parking challenges including:
a. Patrons exiting left onto Kilpatrick Ave.
   
   This can cause the intersection of Touhy Ave. and Kilpatrick Ave. to become stopped while motorists wait to turn onto Touhy Ave.

b. The stacking of patrons southbound on Kilpatrick Ave. south of Touhy Ave.
   
   This can create gridlock at the Kilpatrick Ave. entrance/exit to 4601 W. Touhy Ave.

Over the past two years, the Village has taken the following initiatives to address the concerns:

i. The Public Works Department added revised “No Parking” signs on the 7100 block of Kilpatrick Ave.

ii. The Public Works Department added stripping on the roadway in the “No Parking” zone to enhance compliance.

iii. The restaurant added two “Carry-Out Only” signs on the east side of the building to encourage patrons from parking illegally on the 7100 block of Kilpatrick Ave.

iv. The Traffic Commission recommended and the Village approved an Ordinance restricting left turns from the restaurant onto Kilpatrick Ave. to minimize gridlock at Touhy Ave.

v. The restaurant ownership and the Police Department have counseled the restaurant’s valet drivers on the proper storage of vehicles during peak times.

vi. The Police Department has conducted many extra watches and special enforcement programs.

Chief LaMantia stated that the Village has exhausted all remedies except for adding a stripe down the middle of Kilpatrick Ave. to separate the north and south bound traffic, which Ms. Engelmann agreed to do earlier this evening. He suggested the residents of the condominium association, restaurant and Village consider sharing the cost of a traffic study.

The following residents spoke at the meeting:

Ms. Charlene Coles
4601 W. Touhy Ave.
Lincolnwood, IL 60712
Ms. Coles said she has spoken at Traffic Commission meetings several
times in the past and will try not to repeat herself. She asked if officers monitoring the situation are in uniform.

Officer Knapp reported that yes, he is in uniform and in a marked squad car, but he usually monitors the situation out of view from across the street.

Ms. Coles asked if the restaurant could staff valets to direct traffic on their property to encourage patrons exiting onto the 7100 block of Kilpatrick Ave. to turn right instead of left.

Chief LaMantia replied that valets should inform the patrons, but should refrain from conducting traffic.

**Mr. Larry Teren**  
4601 W. Touhy Ave.  
Lincolnwood, IL 60712  
Mr. Teren stated that he has lived at 4601 W. Touhy Ave. for 10 ½ years and there are other issues; i.e., pedestrian traffic walking west bound on the south side of Touhy Ave without a sidewalk. It is a dangerous situation. He asked; if a study is conducted, it should consider various times of year and how they affect lighting and the Shoppes at Lincoln Pointe.

Ms. Engelmann reported that the area in front of 4711 W. Touhy Ave. is only 6’ wide, so the entire area would have to be concrete, and it should also be noted that it is an IDOT right-of-way.

**Ms. Audrey Schiff**  
4601 W. Touhy Ave.  
Lincolnwood, IL 60712  
Ms. Schiff reported that she is the President of the condominium board. There is a meeting on next Monday evening and she will let Ms. Engelmann know if it would be willing to pay for one third of the cost for a professional engineering study. She thanked Ms. Engelmann for getting the quotes for the study. Ms. Schiff asked if is possible to place a sign at the west entrance to the restaurant to encourage more patrons to use it and place a second a sign on Kilpatrick south of Touhy that says “Residents Only.”

Chief LaMantia suggested it is possible for the restaurant to place a sign at the west entrance, but a sign stating “Resident Only” on Kilpatrick was not. It is a public street.

**Ms. Sandra Metzinger**  
4601 W. Touhy Ave.  
Lincolnwood, IL 60712
Ms. Metzinger said Chief LaMantia stated the issue very clearly; Touhy Ave. traffic travels very quickly and motorists expect you to turn quickly. A second concern is stacking cars southbound on Kilpatrick Ave.

The three parties agreed to speak with their respective boards, owners and manager to determine if splitting equally the cost of a traffic study is a viable option.

8. New Business
   a. Review of a Request for a Four-Way Stop Sign at Central Park Avenue and Lawndale Avenue.

   Chief LaMantia reviewed the attached study for a four-way stop sign at the intersection of Central Park Ave. and Lawndale Ave. The Commission did not take any action on the request.

9. Public Forum
   None

10. Report by Staff
   a. Ms. Engelmann reported on the progress of the Crawford Ave., and the Pratt Ave. and Central Ave. construction projects.

   b. Chief LaMantia reported that he recommended staying the study of Central Ave. and Dowagiac Ave., and Central Ave. and Ionia Ave. traffic study until the completion of the Pratt Ave. and Central Ave. signal upgrade.

   c. Chief LaMantia reported on CORB’s review of the proposed Commercial Vehicle Ordinance.

   d. Chief LaMantia reported on the District 74 School Traffic Safety Plan and the beginning of school.

11. Good of the Order
   None

12. Adjournment

   Commissioner Troiani moved to adjourn the meeting at 8:36 p.m. Commissioner Nickell seconded. The motion was unanimously approved.
Intersection: Pratt Avenue and Navajo Avenue

Date of Data Collection: September 18, 2014

This Residential All-Way Stop Worksheet is applicable only to residential streets. Both streets at the intersection under consideration must be classified as and function as residential streets, and the posted speed limits must be 30 miles per hour or lower. This procedure is not applicable to major thoroughfares, major collector streets, primary emergency service routes, designated RTA/CTA bus routes or other critical streets as defined by the Police Chief and/or the Fire Chief. All-Way Stops at those intersections should follow the standards set forth in the Manual on Uniform Traffic Control Devices (MUTCD).

The purpose of all-way stop control is not to mitigate speed or volume on adjacent roadways. Traffic control devices are not intended for and should not be utilized for traffic calming. The Village has a separate worksheet and process for requesting traffic calming installations.

Traffic Control Signage; i.e.; Stop and Yield signs should be installed based on an engineering review in accordance with the standards and guidance published in the national Manual on Uniform Traffic Control Devices (MUTCD) and/or as modified in the 2003 Edition of the Illinois Supplement to the National Manual on Uniform Traffic Control Devices, also referred to as the ILMUTCD. However, it is generally understood that most truly residential intersections will not meet the strict requirements of the MUTCD, but may experience traffic volumes, patterns or crash history that need to be mitigated through the installation of traffic control devices.

The Traffic commission will review the technical findings, receive public comment and make a recommendation to the Village Board. Final determination of the need for installation of All-Way Stop Control shall be made at the Board level. If approved at the Board level, Public Works will install the signage and/or traffic control devices in accordance with MUTCD standards.

The following criteria are to be utilized for preliminary determination of an intersection’s need for all-way stop control. A minimum of 24-hours of traffic volume and speed data should be collected at each approach of the intersection. Available Crash Reports for the preceding three years shall also be reviewed. The traffic data will be reviewed and evaluated in accordance with the following criteria.

Note that a priority is placed on speed and volume considerations. Roadway safety; i.e. traffic crash history and specifically pedestrian and bicycle safety are also key components of the evaluation. Neighborhood context and proximity to other land uses and pedestrian generators as well as the physical properties of the roadway itself are given consideration. Finally, resident support is given consideration, as it is all the residents of the study area that must live with whatever application is selected and ultimately installed.
Residential All-Way Stop Control Warrant

Intersection: Pratt Avenue and Navajo Avenue

Date of Traffic Volume Collection: April 18, 2014  
Weather: Clear, Cold, Dry and Sunny

Collected by: Gewalt Hamilton Associates, Inc.  
Site Visit: April 18, 2014

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Points</th>
<th>Basis for Point Assignment</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Vehicle Accident History</td>
<td>0-40</td>
<td>10 points for each recorded traffic accident at the subject intersection within the last two years subject to correction by AWSC installation.</td>
<td>40</td>
</tr>
<tr>
<td></td>
<td></td>
<td>There were four traffic crashes in 2012, two in 2013 and two during the first six months of 2014. The maximum points are awarded.</td>
<td></td>
</tr>
<tr>
<td>2. Entering Volume</td>
<td>0-30</td>
<td>5 points for every hour where average entering volume (sum of all approaches) exceeds 500 vehicles per hour for highest 8 hours of study period.</td>
<td>30</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3 points for every hour where average entering volume (sum of all approaches) exceeds 250 vehicles per hour for highest 8 hours of study period.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Total traffic volumes are above 500 vehicles per hour for more than six of the highest eight hour period. The maximum points are awarded.</td>
<td></td>
</tr>
<tr>
<td>3. Volume Balance</td>
<td>0-15</td>
<td>5 points for each 5% difference between Minor street (lower total volume) and Major Street (higher total volume) entering volumes during highest 8 hours of study period.</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Minor Street Volume ≤ 50% of Major Street Volume = 0 pts</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Minor Street Volume = 55% of Major Street Volume = 5 pts</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Minor Street Volume = 60% of Major Street Volume = 10 pts</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Minor Street Volume = 65% of Major Street Volume = 15 pts</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Traffic volumes on LeClaire and Navajo are well below 50% of the volume on Pratt Avenue. The volume on LeClaire and Navajo is approximately 10% of the volume on Pratt. No points are awarded.</td>
<td></td>
</tr>
<tr>
<td>4. Pedestrian Generators / Factors</td>
<td>0-10</td>
<td>4 points for Elementary or Middle School within 1 block of study area.</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2 points for other schools, bus route/stop, park, community center or marked school route 1 block.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>2 points for special needs resident(s) in study area (e.g. blind pedestrian or wheelchair)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>2 points if (not each) retail, commercial or house of worship within 1 block.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>There are no pedestrian generators within 500' of the</td>
<td></td>
</tr>
</tbody>
</table>
intersections, other than the residential housing. No points are awarded.

5. Speed Factor 0-10
   2 points for each 2mph above the posted limit (use average 85% speed for highest 8 hours from Major Street).
   The 85th percentile on Pratt Avenue is 38 MPH. Eight points are awarded.

6. Roadway Conditions 0-5
   Rating 0-5 points for road conditions.
   Factors to consider include: limited sight lines, horizontal / vertical deflection at intersection, need to control conflicting left turn volumes, existence of left turn lanes.
   Currently, there are no line of sight concerns at the intersection. Roadway conditions are very good. No points are awarded.

TOTAL 78

Intersections with point totals less than 60 do not qualify for All-Way Stop Control. Intersections with point totals of 60 points or more may result in a recommendation from the Traffic Commission to the Village Board to install appropriate signage.

Staff Comment and Recommendation

The intersection of Pratt and LeClaire/Navajo is eligible for consideration of a four-way stop sign because of the crash history and traffic volume. However, staff concurs with Mr. Steven Berecz, Gewalt Hamilton Associates, Inc. and recommends against creating a four-way stop intersection.

In general, a four-way stop sign should be considered when all four legs/approaches are balanced. Stop signs are intended control the right-of-way at balanced intersections. Ninety percent of the traffic volume at the intersection is on Pratt Ave., and 10% of the traffic volume is on LeClaire/Navajo Ave. The intersection is anything, but balanced.

The study indicates that there are sufficient gaps and openings for traffic on LeClaire Ave. and Navajo Ave. to enter or cross Pratt Ave. Installing stop signs on Pratt Ave. will increase noise, congestion, and air pollution, and create unnecessary delays or heavy back-ups on Pratt Ave during peak periods.

Approved by the Traffic Commission on January 24, 2013