

**Minutes of the
Traffic Safety Commission
April 7, 2016**

Richard T. Flickinger Municipal Center
Council Chambers

Pursuant to proper notice in accordance with the Open Meetings Act, the meeting of the Traffic Safety Commission was called to order at 7:03 p.m. by Chairman Keith White. Chairman White led the assemblage in the Pledge of Allegiance and called the roll.

Commissioners Present

Keith White - Chair
C. Norman Rockel
Amit Shah
Ted Sievert
Theresa Sorensen
George Karagozian
Karen Berkowsky

Commissioners Absent

Jacky Liston (Recorder)

Village Staff Present

Chris Tomich – Public Works
Ralph Czerwinski - Village Administrator
Captain Bill Porter - Fire Department
Officer Tabor - Police Department

Commissioner Rockel moved to accept the minutes of the December 10, 2015 meeting as presented.

Commissioner Sievert seconded the motion.

The motion **passed**: 6 Ayes, 0 Nays, 1 Abstains

Commissioner Shah	Aye
Commissioner Sorensen	Aye
Commissioner Sievert	Aye
Commissioner Rockel	Aye
Chairman White	Aye
Commissioner Karagozian	Aye
Commissioner Berkowsky	Abstain

OLD BUSINESS

Request for Review - Requesting to install stop control at the intersection of Luna Avenue and Davis Street

Chairman White reviewed the request and invited members wanting to offer comments to speak.

Hal Schmidt of 9020 Luna opposes the left turn restriction that has been in place. Mr. Schmidt stated he believes there is no cut-through traffic to be prevented because there is no time to be gained from turning left onto Luna from Church and then turning left onto Central from Davis. He stated he believes the Village has wasted money and time on police enforcement of the left turn restriction. He stated he supports the request to add stop signs at Luna and Davis.

Sherry Mikos of 9110 Luna Ave stated she is doubtful of the effectiveness of the left-turn restrictions. She stated she supports the request for stop signs.

Sara Williams of 9106 Luna supported the statements of the previous two residents.

Commissioner Rockel responded that if stop signs are not warranted and are installed, then the Village could be held liable if someone is hurt at the intersection.

Michael Freeman of 9016 Luna questioned what liability may be assigned to the Village.

Chairman White asked Engineer Tomich to respond.

Engineer Tomich stated that the possibility of liability should not be part of the discussion at this point. He stated that it should firstly be determined what legitimate safety concerns exist and develop appropriate countermeasures. He stated that the location within the Village's street network of this intersection does not rise to the level of needing traffic control signals or all-way stop control and if crashes occurred, then perhaps a court could find that the Village's action or inaction contributed to cause of a crash or crashes. Engineer Tomich stated that he would speculate that the risk of liability if traffic signals were installed at this location would be highest of the three hypothetical options because it would be a ridiculous countermeasure for this location; the risk of liability from installing all-way stop control would likely be lower; and the risk of liability from installing two-way stop control would likely be tolerably low.

Ms. Williams asked why there was no study to determine whether the traffic volumes on Luna decreased and stated the study has been inadequate to determine that the stop sign would not be effective.

Chairman White asked Engineer Tomich to respond.

Engineer Tomich stated that Village staff evaluated whether the safety or operation at or near the intersection of Church and Luna was worsened by the left turn restriction. He stated Village staff concluded that they have not seemed to have qualitatively worsened. He continued by stating the other part of the evaluation, following the determination that it has not worsened conditions, is whether the neighborhood residents find the left turn restriction to be acceptable and that this part of the evaluation is occurring at this meeting. He stated that the quantitative traffic volumes of Luna presented at previous meetings were dismissed by residents in favor of qualitative expressions of what they considered to be too much traffic. He stated the first condition to be considered about the safety of an intersection is whether the sight lines between vehicles approaching an intersection are clear. He continued by stating that the sight lines are substantially clear and can be expected to allow an approaching vehicle to see approaching pedestrians or vehicles in or near the intersection in time to allow them to stop to avoid a collision. He stated that the traffic counts taken to date support Village staff's assertion that the traffic volumes are substantially lower than those used to justify installing stop control. Engineer Tomich stated that traffic engineers always strive to balance safety and mobility at intersections and this intersection has the right characteristics to continue to provide both safety and mobility for the foreseeable future.

Ms. Mikos stated she and her neighbors have submitted a petition for stop signs to increase the safety at the intersection of Luna and Davis. She stated this issue is about the safety of children and they are not going to be satisfied until stop signs are installed.

Commissioner Rockel motioned to recommend to add 4-way stop control at the intersection of Luna and Davis.

Commissioner Sievert seconded the motion.

Commissioner Karagozian stated he believes the residents near the intersection are concerned about safety and are the best to know what will make their neighborhood safer.

The motion **passed**: 7 Ayes, 0 Nays, 0 Abstains

Commissioner Shah	Aye
Commissioner Sorensen	Aye
Commissioner Sievert	Aye
Commissioner Rockel	Aye
Chairman White	Aye
Commissioner Karagozian	Aye
Commissioner Berkowsky	Aye

Engineer Tomich asked Chairman White to clarify if the Traffic Safety Commission recommends removing the experimental left turn restriction or whether it should be made permanent.

Commissioner Rockel motioned to recommend to remove the left turn restriction at the intersection of Church and Luna.

Commissioner Sievert seconded the motion.

The motion **passed**: 7 Ayes, 0 Nays, 0 Abstains

Commissioner Shah	Aye
Commissioner Sorensen	Aye
Commissioner Sievert	Aye
Commissioner Rockel	Aye
Chairman White	Aye
Commissioner Karagozian	Aye
Commissioner Berkowsky	Aye

NEW BUSINESS

Request for Review - Requesting to review the experimental parking restrictions installed on Narragansett Avenue between Hennings Court and Dempster Street.

Chairman White asked Engineer Tomich to describe the request.

Engineer Tomich stated the business owners along Narragansett Avenue contacted the Village Administrator's office about the problem of Metra commuters parking on Narragansett Avenue which eliminates on-street parking opportunities for the businesses' clients and employees. He stated that the Municipal Code authorizes the police chief to make experimental and temporary traffic regulations for up to 90 days. He stated Village staff developed an experimental parking regulation for each side of Narragansett. He stated this was first discussed in late-2009 and then again in 2010 and 2012. He stated that at that time Village staff did not support permit parking zones for commercial uses and that Village staff is now willing to experiment with it. He stated that the first experimental regulation established a special permit parking zone on the east side of Narragansett Avenue from Hennings to Dempster to prohibit parking except for vehicles displaying a Village-issued hang tag. He continued that the second experimental regulation limited parking to 3 hours, from 6am to 4 pm, daily, on the west side of Narragansett Avenue from Hennings to Dempster, except for vehicles displaying a Village-issued hang tag; that vehicles with a hang tag can park there for more than 3 hours; and that vehicles with no hang tag can park there for up to 3 hours. He added that all parking would be prohibited on the west side of Narragansett Avenue from Hennings to Dempster between 4am to 6am every day to allow for overnight snow removal and other maintenance operations. He stated the Village Administrator distributed a total of 13 hang tags to the adjacent businesses and one residential property. He stated the Village Administrator met personally with each businesses and resident and they were given an opportunity to give feedback about the experimental regulations.

He stated the Police Department has provided enforcement over the 3-month period with the following results: three parking tickets were issued in January, three in February and no tickets were issued in March. He stated one positive comment and one negative comment were received during the experiment.

Commissioner Sorensen asked how overnight visitors or visitors in general would be addressed for the residents in the multi-family building.

Engineer Tomich responded each resident within the Village's special permit parking zones are be entitled to a vehicle sticker for each registered vehicle and two hang tags for guests. He stated this situation could be expected to follow the same pattern.

Commissioner Rockel then motioned to remove experimental parking regulation and make them permanent with a new special permit parking zone determined by Village staff.

Commissioner Sievert then seconded the motion.

The motion **passed**: 7 Ayes, 0 Nays, 0 Abstains

Commissioner Shah	Aye
Commissioner Sorensen	Aye
Commissioner Sievert	Aye
Commissioner Rockel	Aye
Chairman White	Aye
Commissioner Karagozian	Aye
Commissioner Berkowsky	Aye

OTHER BUSINESS / COMMENTS

Engineer Tomich advised that he expected there would be a meeting in May. He stated a public information meeting has been scheduled in late-April to present improvements proposed by Village staff to change the layout of the intersection of Theobald, Mango and South Park. He added that the comments received at the meeting would be provided to the Traffic Safety Commission in May during a review and recommendation request.

Commissioner Sievert moved to adjourn the meeting. The motion was seconded by Commissioner Rockel and approved unanimously on a voice vote at 8:07 pm.