

**VILLAGE OF LAKE BLUFF  
COMMITTEE-OF-THE-WHOLE MEETING  
January 14, 2013**

**DRAFT MINUTES OF MEETING**

The Village of Lake Bluff Board of Trustees met as a Committee-of-the-Whole (COW) in the Village Hall Board Room (40 East Center Avenue) on Monday, January 14, 2013. In the absence of Village President Letchinger, Village Clerk William Meyer called the meeting to order at 6:07 p.m., and called the roll and announced the following were present:

Village President: Christine Letchinger (arrived at 6:15 p.m.)

Trustees: Marina Carney  
Steve Christensen  
Mark Dewart  
John Josephitis  
Kathleen O'Hara  
Brian Rener, Village Trustee (arrived at 6:52 p.m.)

Also Present: William Meyer, Village Clerk  
Drew Irvin, Village Administrator  
Peter Friedman, Village Attorney  
Gerald Nellessen, Building Codes Supervisor  
Brandon Stanick, Assistant to the Village Administrator

Trustee O'Hara moved to nominate Trustee Carney as President Pro Tem for the meeting. Trustee Dewart seconded the motion. The motion passed on a unanimous voice vote.

**Non-Agenda Items and Visitors**

President Pro Tem Carney stated the COW allocates 15 minutes for those individuals who would like the opportunity to address the Village Board on any matter not listed on the agenda.

There were no requests to address the Board.

**Consideration of the Minutes from the June 25, 2012 Committee-of-the-Whole Meeting**

Trustee O'Hara moved to approve the June 25, 2012 COW Meeting Minutes as presented. Trustee Christensen seconded the motion. The Meeting Minutes were approved on a unanimous voice vote.

**Discussion Regarding Lake Bluff/North Chicago Corridor Agreement**

Village Administrator Drew Irvin provided the COW with an update regarding the Boundary Agreement with the City of North Chicago. He reviewed various areas within the vicinity of Atkinson Road and noted North Chicago had expressed interest in having the Village incorporate and own the Atkinson Road access to the Sanctuary Property.

President Letchinger arrived at 6:15 p.m. and took her place at the dais and resumed the meeting as Village President.

Discussion ensued regarding possible incorporation of certain areas located within the vicinity of Atkinson Road and the Sanitarium Property. It was the consensus of the COW to annex the north side of Atkinson Road from North Chicago and possibly acquire outlot A located in the Sanctuary Subdivision.

**A Discussion Concerning the Proposed Comprehensive Amendments to the Village’s Building Code Regulations**

Building Codes Supervisor Gerald Nellessen stated in 2005 the Village Board made a commitment to review and consider updates to the Lake Bluff Building Codes every three years. Pursuant to Village Building Code review practices, the ABR held a Public Hearing on January 2, 2013 regarding updates to the following International Code Council (“ICC”), State of Illinois and National Fire Protection Association (“NFPA”) Standards:

<b>Current Code Regulations:</b>	<b>Proposed Updates to the Code Regulations:</b>
1997 Illinois Accessibility Code;	1997 Illinois Accessibility Code;
2009 ICC Energy Conservation Code and ANSI/ASHRAE/IESNA Standard 90.1-2007;	2012 ICC Energy Conservation Code and ANSI/ASRAE/IESNA Standard 90.1-2010;
2009 ICC International Existing Building Code;	2012 ICC International Existing Building Code;
2009 ICC International Fuel Gas Code;	2012 ICC International Fuel Gas Code;
2009 ICC International Mechanical Code;	2012 ICC International Mechanical Code;
2009 ICC International Property Maintenance Code;	2012 ICC International Property Maintenance Code;
2008 National Electrical Code (NFPA Standard 70);	2011 National Electrical Code (NFPA Standard 70);
2004 State of Illinois Plumbing Code;	2004 State of Illinois Plumbing Code;
2009 ICC International Building Code;	2012 ICC International Building Code;
2009 ICC International Residential Code; and	2012 ICC International Residential Code;
2009 International Fire Code	2012 ICC International Fire Code; and
2008 ICC 700 Green Building Standard for Residential	2012 ICC International Green Construction Code.
	2012 Swimming Pool and Spa Code

Building Codes Supervisor Nellessen advised that it is important for the Village to maintain current regulations because it allows builders to use new techniques and technology in construction services. He stated the ABR recommend the 2012 Codes be adopted by the Village. Building Codes Supervisor Nellessen noted the Building Department was graded by the ISO Building Code Effectiveness (BCEGS) standards, which enable the Village to get cost savings on insurance, and received a Class 4 designation and by received full credit for having updated codes that are within 5 years of publication. In addition, Building Codes Supervisor Nellessen advised the NFPA standards are being proposed because the local amendments will accommodate the Village specifications. Lastly, he stated the compliance requirements to retro-fit commercial buildings with fire sprinklers stayed the same as previously approved with extension to January 1, 2026 several years ago and no changes to the requirements which trigger required retro-fit.

In conclusion, Building Codes Supervisor Nellessen reviewed the status of all codes that comprise the Village Building Code Regulations. In so doing, Building Codes Supervisor Nellessen noted the major local amendment proposed by the ABR includes the changes for sprinklers required in residential bathrooms and closets.

Trustee Rener arrived at 6:52 p.m.

**Adjournment**

As no further business came before the COW, Trustee Josephitis moved to adjourn the meeting at 6:55 p.m. Trustee Carney seconded the motion. The motion passed on a unanimous voice vote.

Respectfully Submitted,

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R. Drew Irvin  
Village Administrator

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William Meyer  
Village Clerk

DRAFT



# MEMORANDUM

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**Date:** February 8, 2013

**To:** Village President and Board of Trustees

**From:** George Russell, Village Engineer

**CC:** Drew Irvin, Village Administrator  
Brandon Stanick, Assistant to the Village Administrator  
Peter Friedman, Village Attorney  
Department Heads

**Subject:** Discussion Regarding the Greenbay Road/IL Route 176 Signalized Intersection Traffic Controls

## Introduction

As indicated in the memorandum dated February 6, 2013, from Drew Irvin (Attachment "A") the Village has heard concerns expressed from residents and crossing guards regarding the safety of children crossing at the intersection of Green Bay Road and Illinois Route 176. In addition, in the Spring of 2012, the Plan Commission during their discussion of the proposed update to the Comprehensive Plan reached a consensus that consideration should be given to requesting the Illinois Department of Transportation (IDOT) to post all four legs of the intersection with "NO TURN ON RED" signs. This consensus was developed because the majority of members believed the safety of the children crossing this intersection was paramount. This intersection is under the control of IDOT and any changes traffic control changes to this intersection would have to be made by IDOT.

Currently all four legs of the intersection are posted with "NO TURN ON RED WHEN PEDESTRIANS ARE PRESENT" signs. Best available records indicate the "NO TURN ON RED WHEN PEDSTRIANS ARE PRESENT" signs have been in place since the mid to late 1990's. Based on the comments received from some residents it has been reported that some drivers are making turns when pedestrians are either on the corners where the vehicles are turning or the drivers are actually making the turns across crosswalks in active use by the pedestrians. These activities are raising concern for the safety of children that cross through this intersection.

## Intersection History

Dating back to the early 1990's the intersection of Green Bay Road and Illinois Route 176 was originally posted with "NO TURN ON RED" signs. There was no dedicated right hand turn lane in the 1990's on any of the four legs of the intersection. As traffic continued to increase in the 1990's the Village began receiving complaints that traffic was backing up at the intersection and steps were taken which resulted in the intersection being posted with "NO TURN ON RED WHEN PEDESTRIAN ARE PRESENT" signs. This change allowed for vehicles waiting to turn right to be able to do so without waiting for the signal to change to "Green", provided that the vehicles were first in the traffic queue, and in theory, if no pedestrians were present.

Despite the change in the regulation in the mid to late 1990's allowing vehicles to turn right on a "Red" signal as long no pedestrians were present, complaints continued to be received regarding traffic delays at the intersection. The most specific concern expressed was the backups on Green Bay Road experienced by southbound traffic in the AM hours approaching the intersection. The problems were most significant in the AM rush hour during drop off for what was then Central School.

As a result of increased concerns over traffic, and in particular the southbound AM rush hour traffic, the Village hired a consultant to conduct a traffic engineering study, the results of which recommended the installation of a dedicated southbound right turn lane. These results were provided to IDOT and after a period of time IDOT approved funding for the construction of a southbound right hand turn lane and other miscellaneous improvements to the intersection. The intersection improvements were completed in 2001, including the provision of a dedicated southbound right hand turn lane, at a cost of \$235,000. With the southbound right hand turn lane in place all four legs of the intersection continued to be posted "NO TURN ON RED WHEN PEDESTRIANS ARE PRESENT". This posting has remained in place to this time.

### Current Considerations

#### A. Traffic Volume

IDOT last conducted a traffic count of the Green Bay Road Route 176 intersection in 2011. The traffic counts for the four legs of the intersections were as follows:

- West Leg Total Average Daily Traffic: 13,800 Vehicles
- North Leg Total Average Daily Traffic: 12,400 Vehicles
- East Leg Total Average Daily Traffic: 9,150 Vehicles
- South Leg Total Average Daily Traffic: 7,150 Vehicles

While no current traffic data is available on turning movements, more than 240 vehicles per hour were counted making the turning movement from southbound Green Bay Road to westbound Illinois Route 176 in 1999.

#### B. Accident History

The Lake Bluff Police Department researched accidents at this intersection for the past 5 years. Please see the attached e-mail (Attachment "B") dated February 6, 2011 from the Police Department. There have been no pedestrian accidents in the last 5 years. There have been 42 vehicles accidents during the past 5 years, the majority of which have been rear end accidents.

#### C. Recent IDOT Information

IDOT was contacted regarding the possibility of changing the regulations at this intersection to not allow a right hand turn on red at any time. They expressed concern with this change because it would create longer traffic queues. They also advised that at a minimum, a traffic study would have to be conducted to evaluate the impacts of this type of change. IDOT was asked if "NO TURN ON RED" could be posted for only certain times of the day. They advised that this would not be allowed for this type of intersection.

#### D. School District 65 Information

School District 65 was contacted for historical information on their use of crossing guards at the intersection. Included as Attachment "C" is their response to several of the questions that were asked.

Village Staff will be in attendance at the meeting on Monday, February 11<sup>th</sup> to further review this issue.



# MEMORANDUM

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**Date:** February 6, 2013

**To:** Village President and Board of Trustees

**From:** Drew Irvin, Village Administrator  
George Russell, Village Engineer

**CC:** Brandon Stanick, Assistant to the Village Administrator  
Peter Friedman, Village Attorney  
Department Heads

**Subject:** Discussion Regarding the Greenbay Road/IL Route 176 Signalized Intersection Traffic Controls

Today drivers that enter the intersection of Greenbay Road/IL Route 176 have the ability to turn right on red when pedestrians are not present. However, this has not always been the case. As recently as the late 1990s or early 2000s (research is still underway) this intersection, which is under IDOT control, included the restriction that no turn on red was allowed at any time, irrespective of whether pedestrians were present or not.

From time to time the Village has heard concerns expressed regarding the safety of children crossing at this intersection, as well as concerns from the crossing guards whom are present during the school year and a large part of the summer. As you may recall, the Village, School District 65 and the Lake Bluff Park District recently considered constructing a tunnel underneath this intersection to separate the various modes of transit and provide a safer crossing. On Monday night Village Engineer Russell will review traffic count data, accident data and other anecdotal information regarding this intersection and its traffic control devices. The reason for sharing this information is to facilitate a conversation to gauge the Village's interest in seeking IDOT approval of returning the intersection to no turn on red. The on-going Comprehensive Plan update discussions have raised this same point.

Staff will provide more information and data in a forthcoming supplemental report to be delivered no later than Friday, February 8, 2013.

**George Russell**

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**From:** William Gallagher  
**Sent:** Wednesday, February 06, 2013 10:54 AM  
**To:** George Russell  
**Subject:** FW: Green Bay Rd / Rt. 176

Please see below.

William J. Gallagher  
Chief of Police  
Lake Bluff Police Department  
45 East Center Avenue  
Lake Bluff, IL 60044  
(847) 234-2153  
Fax (847) 234-2166  
E-mail: [wgallagher@lakebluff.org](mailto:wgallagher@lakebluff.org)

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**From:** David Belmonte  
**Sent:** Tuesday, February 05, 2013 2:25 PM  
**To:** William Gallagher ([wgallagher@lakebluff.org](mailto:wgallagher@lakebluff.org))  
**Subject:** Green Bay Rd / Rt. 176

Chief-

We reviewed the traffic accident data for the past five years at Green Bay Rd at Rt. 176.

The basic information shows:

2008: 9 Accidents. 8 were rear-end accidents, one was head on in the intersection.

2009: 9 Accidents. 7 were rear-end accidents, one head on in the intersection, and one slid off the road in the snow.

2010: 10 Accidents. 8 were rear-end accidents, 2 were head-on in the intersection.

2011: 7 Accidents. 6 were rear end, 1 was head-on in the intersection.

2012: 6 Accidents. 5 were rear end, 1 was head-on in the intersection.

2013: 1 rear end accident.

There were no pedestrian related accidents, and no life threatening injuries. Most rear end accidents occurred E/B on Rt. 176 when people did not notice traffic had stopped in front of them for the traffic light.

If you need more information, please let me know,

Dave

*David D. Belmonte*  
*Deputy Chief of Police*  
*Lake Bluff Police Department*  
*45 East Center Avenue*  
*Lake Bluff, IL 60044*  
*Phone: 847-234-2153*  
*Fax: 847-234-2166*  
*Email: [dbelmonte@lakebluff.org](mailto:dbelmonte@lakebluff.org)*

**2/8/2013**

**From:** Jane Lair [mailto:jlair@lb65.org]  
**Sent:** Monday, February 04, 2013 3:38 PM  
**To:** Brandon Stanick  
**Cc:** 'Sophie, Jean'  
**Subject:** Crossing Guard information

Brandon,  
Please see my answers to your questions below in **bold red**. Don't hesitate to contact me if you need additional information.

Jane

1. How long has the District used crossing guards at the intersection of Rt. 176 and Green Bay (the location)? **Many years – for more than a decade.**
2. Are crossing guards full-time or part-time staff? **Crossing guards are full time staff. Custodial and maintenance staff perform crossings as a part of their daily responsibilities.**
3. How often are crossing guards used at this location? times of day? **Twice daily – for school arrival 7:30 -8:15 a.m. and dismissal 2:50 – 3:15 p.m. During summer school: 8:25 -8:55 & 11:45-12:15**
4. On what occasions does the District use crossing guards at this location? All regular school days and/or other special occasions? **Regular school days and during summer school**
5. What is the cost to the District each year to provide this service? **As this is just a portion of staff's full day, I estimate \$11,000 based on total annual hours at an average wage. This is pure wage and does not include any associated payroll benefits such as costs for FICA, Medicare or IMRF. Time includes travel to/from crossing location, equipment management etc.**

Thank you for any assistance you are able to provide.

Best,

Brandon

*Jane Lair*, SFO  
Director of Business Services  
Lake Bluff SD 65  
900 North Shore Drive, Ste 220  
Lake Bluff, IL 60044  
847-234-9400 ext 1608