



FLOSSMOOR

Welcoming. Beautiful. Connected.

Village of Flossmoor
2800 Flossmoor Road
Flossmoor, Illinois 60422
Phone: 708.798.2300
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www.flossmoor.org

Mayor
Michelle I. Nelson

Trustees
Joni Bradley-Scott
Gary Daggett
Brian Driscoll
Rosalind Henderson Mustafa
George Lofton
James Mitros

Village Clerk
Gina A. LoGalbo

Village Manager
Bridget A. Wachtel

AGENDA
FOR THE REGULAR MEETING OF THE BOARD OF TRUSTEES
OF THE VILLAGE OF FLOSSMOOR, ILLINOIS
MONDAY, AUGUST 1, 2022 – 7:30 PM
VILLAGE HALL

The August 1, 2022 meeting of the Mayor & Board of Trustees is in-person and via Zoom, which is permitted by Public Act 101-0640. The public is invited to monitor the meeting using the link below or to attend the meeting. Per CDC Guidelines, masks are no longer required.

Please feel free to wear a mask based on your personal preference, informed by your personal level of risk. Public participation will be permitted only in person during the Citizen Comment portion of the agenda. Members of the public may also comment on items on the agenda by email to info@flossmoor.org. Emailed comments will be shared with the Village Board.

Join Zoom Meeting

<https://us02web.zoom.us/j/84111162512?pwd=WEphOWVpdit5SGRLQnlpelhYWxhMzZ09>

ID: 841 1116 2512 Passcode: 60422 Or join by phone (312) 626-6799

CALL TO ORDER

ROLL CALL

CITIZENS PRESENT WISHING TO ADDRESS THE BOARD

RECOGNITIONS AND APPOINTMENTS

CONSENT AGENDA

- 1. Approval of the Minutes of the Regular Meeting Held on July 18, 2022**
- 2. Presentation of Bills for Approval and Payment as Approved by the Finance Committee (August 1, 2022)**
- 3. Consideration of a Resolution Amending the Budget for Fiscal Year 22-23 for the Village of Flossmoor**
- 4. Consideration of an Ordinance of the Village of Flossmoor, Cook County, Illinois, Approving a Rezoning - 1835 Dixie Highway and 1615 Vollmer Road**
- 5. Consideration of an Ordinance Granting a Variation from the Requirements of Section 285-21-1 F. (1) (a) [2] of the Flossmoor Zoning Ordinance (1808 Sylvan Court)**
- 6. Consideration of a Resolution of the Village of Flossmoor, Rich and Bloom Townships, Cook County, Illinois, in Support of Class 8 (3950 Vollmer Road)**
- 7. Consideration of a Resolution Approving an Agreement by and between the Village of Flossmoor, Cook County, Illinois and Windy Property Investments, LLC**

REPORTS OF COMMITTEES, COMMISSIONS AND BOARDS

ACTION ITEMS

8. Consideration of a Resolution of the Village of Flossmoor, Cook County, Illinois, Approving a Local Road Safety Plan

DISCUSSION ITEMS

OTHER BUSINESS

9. A Motion to go into Executive Session to Discuss the Employment of Specific Individuals, Property Acquisition, and Litigation

ADJOURNMENT OF MEETING

FOR PERSONS WITH DISABILITIES: If you plan on attending a Village Board meeting and need an accommodation, please call the Village Hall at 708-798-2300 or TDD 708-647-0179 at least one full business day prior to the meeting.



Approval of the Minutes of the Regular Meeting Held on July 18, 2022

The Minutes will be made available to the Public on the Village website, www.flossmoor.org following their adoption at a scheduled meeting.

VILLAGE OF FLOSSMOOR

8/1/2022

CLAIMS LIST SUMMARY

HAND CHECKS
INVOICES

\$3,567.46
\$512,532.57

TOTAL

\$516,100.03

Village of Flossmoor
Detail Board Report
Invoices Due On/Before: 08/02/22

Vendor Name		Invoice #	Invoice Date	Invoice Amount	PO #	Invoice Description	GL Number	GL Description	Line Amount
A BETTER DOOR & DOCK SERVICES		4630	03/31/22	\$360.00		FD DOOR #8 REPAIR	01-67-6-678	BUILDING REPAIRS	\$360.00
						VENDOR TOTAL:			\$360.00
A-1 ROOFING COMPANY		PAY REQUEST #1	07/11/22	\$143,280.00		VH ROOF REPLACEMENT PROJECT PAYOUT #1 & PARTIAL	16-01-7-767	BUILDING MAINTENANCE	\$143,280.00
						VENDOR TOTAL:			\$143,280.00
AIRGAS USA, LLC		9989220561	06/30/22	\$84.76		WELDING GAS CYLINDER RENTAL	01-60-6-671	MAINTENANCE AND SUPPLIES	\$21.19
							08-11-6-671	MAINTENANCE AND SUPPLIES	\$21.19
							08-21-6-671	MAINTENANCE AND SUPPLIES	\$21.19
							07-01-6-671	MAINTENANCE AND SUPPLIES	\$21.19
		9989220562	06/30/22	\$60.98		WELDING GAS CYLINDER RENTAL	01-60-6-671	MAINTENANCE AND SUPPLIES	\$15.24
							08-11-6-671	MAINTENANCE AND SUPPLIES	\$15.25
							08-21-6-671	MAINTENANCE AND SUPPLIES	\$15.25
							07-01-6-671	MAINTENANCE AND SUPPLIES	\$15.24
						VENDOR TOTAL:			\$145.74

Village of Flossmoor
Detail Board Report
Invoices Due On/Before: 08/02/22

Vendor Name		Invoice #	Invoice Date	Invoice Amount	PO #	Invoice Description	GL Number	GL Description	Line Amount
AL WARREN OIL COMPANY INC		W1484002	06/28/22	\$2,220.52		DPW DIESEL TANK	01-60-3-608	PETROLEUM PRODUCTS	\$954.99
							08-11-3-608	PETROLEUM PRODUCTS	\$318.72
							08-21-3-608	PETROLEUM PRODUCTS	\$429.48
							01-49-3-608	PETROLEUM PRODUCTS	\$517.33
W1486204			07/07/22	\$741.22		DPW DIESEL TANK	01-60-3-608	PETROLEUM PRODUCTS	\$138.90
							08-11-3-608	PETROLEUM PRODUCTS	\$112.67
							08-21-3-608	PETROLEUM PRODUCTS	\$159.66
							01-49-3-608	PETROLEUM PRODUCTS	\$329.99
W1488417			07/18/22	\$2,658.06		DPW DIESEL TANK	01-60-3-608	PETROLEUM PRODUCTS	\$1,262.50
							08-11-3-608	PETROLEUM PRODUCTS	\$229.78
							08-21-3-608	PETROLEUM PRODUCTS	\$306.53
							01-49-3-608	PETROLEUM PRODUCTS	\$859.25
							VENDOR TOTAL:		\$5,619.80
ALLSCAPE INCORPORATED									
220304			06/24/22	\$7,335.00		CONTRACT LANDSCAPE MAINTENANCE	01-60-6-678	LANDSCAPE MAINTENANCE	\$7,335.00
							VENDOR TOTAL:		\$7,335.00
ANDRES MEDICAL BILLING, LTD									
255467			07/12/22	\$2,092.63		AMBULANCE COLLECTIONS JUNE 2022	01-49-4-656	AMBULANCE COLLECTION SERVICES	\$2,092.63
							VENDOR TOTAL:		\$2,092.63
BENISTAR									
08012022			07/01/22	\$932.00		AUGUST 2022 PREMIUM-RETIRES	01-00-0-219	HEALTH INSURANCE PAYABLE	\$932.00
							VENDOR TOTAL:		\$932.00
HIO-TRON, INC									
#1356			07/07/22	\$250.00		DEFIBRILLATORS PREVENTATIVE MAINTENANCE	01-49-6-675	EMS EQUIPMENT MAINTENANCE	\$250.00
							VENDOR TOTAL:		\$250.00

Village of Flossmoor
Detail Board Report
Invoices Due On/Before: 08/02/22

Vendor Name	Invoice #	Invoice Date	Invoice Amount	PO #	Invoice Description	GL Number	GL Description	Line Amount
BOUND TREE MEDICAL LLC	84577016	06/27/22	\$146.02		EMS SUPPLIES BLADES & TRANSPORTERS	01-49-3-622	EMS EQUIPMENT & SUPPLIES	\$146.02
							VENDOR TOTAL:	\$146.02
BSI ONLINE	7257	07/01/22	\$495.00		ANNUAL SUBSCRIPTION-CROSS CONNECTION PROGRAM	08-11-6-677	WATER FACILITY MAINTENANCE	\$495.00
							VENDOR TOTAL:	\$495.00
BURKE, LLC	176210	07/07/22	\$2,012.50		2022 BROOKWOOD DRIVE BRIDGE INSPECTION	01-55-4-630	PROFESSIONAL SERVICES	\$2,012.50
							BUILDING MAINTENANCE	\$3,824.94
							CAPITAL EQUIPMENT-PUBLIC WORKS	\$6,452.34
							VENDOR TOTAL:	\$12,289.78
CANON SOLUTIONS AMERICA , INC.	6001031895	06/27/22	\$170.40		FD COPIER MAINT USAGE 3/27/22-6/26/22	01-49-6-677	EQUIPMENT SERVICE CONTRACTS	\$170.40
							EQUIPMENT SERVICE CONTRACTS	\$11.60
							VENDOR TOTAL:	\$182.00
CHANDLER SERVICES INC	28637	06/30/22	\$278.20		A119 CHECK ENGINE LIGHT	01-49-6-671	VEHICLE MAINTENANCE	\$278.20
							VENDOR TOTAL:	\$278.20
CHICAGO AREA WATERWAYS CHLORIDE	138	07/18/22	\$1,128.00		AGENCY MEMBERSHIP DUES 2022-2023	01-55-5-660	DUES AND SUBSCRIPTIONS	\$564.00
							DUES AND SUBSCRIPTIONS	\$564.00
							VENDOR TOTAL:	\$1,128.00

Vendor Name		Invoice #	Invoice Date	Invoice Amount	PO #	Invoice Description	GL Number	GL Description	Line Amount
CHICAGO COMMUNICATIONS, LLC.		337121	07/08/22	\$94.80		RADIO MAINTENANCE AUGUST 2022	01-50-6-676	RADIO SYSTEM MAINTENANCE	\$94.80
								VENDOR TOTAL:	\$94.80
CHICAGO SOUTHLAND ECONOMIC		0000183	03/03/22	\$500.00		CSEDC INVESTOR - ASSOCIATE LEVEL	01-41-5-660	DUES AND SUBSCRIPTIONS	\$500.00
								VENDOR TOTAL:	\$500.00
CLARK BAIRD SMITH LLP		063022	06/30/22	\$10,676.25		LEGAL SERVICES	01-44-4-644	OTHER LEGAL SERVICES	\$10,676.25
								VENDOR TOTAL:	\$10,676.25
COMED		5007104015 070522	07/05/22	\$491.20		WOODS LIFT STATION POWER 6/3/22-7/5/22	08-21-4-631	ELECTRIC, POWER, & LIGHT	\$491.20
		1498044037 070522	07/18/22	\$26.66		WESTERN TOWER POWER 6/8/22-7/5/22	08-11-4-631	ELECTRIC, POWER, AND LIGHT	\$26.66
								VENDOR TOTAL:	\$517.86
CORE & MAIN LP		R128622	06/29/22	\$36.00		GASKETS & BOLTS FOR 6" FLANGE VALVES	08-13-3-619	PROGRAM COMMODITIES	\$18.00
							08-11-6-675	WATER SYSTEM MAINT & REPAIRS	\$18.00
								VENDOR TOTAL:	\$36.00
COUNTRY CLUB HILLS FIRE DEPT		202219BIA	07/18/22	\$500.00		TOWER RENTAL FOR SSCAT	01-49-5-661	TRAINING	\$500.00
								VENDOR TOTAL:	\$500.00
JUMMINS INC.		25809/F003607153	07/21/22	\$770.00		INSITE LICENSE RENEWAL	01-60-6-671	MAINTENANCE AND SUPPLIES	\$192.50
							08-11-6-671	MAINTENANCE AND SUPPLIES	\$192.50
							08-21-6-671	MAINTENANCE AND SUPPLIES	\$192.50
							07-01-6-671	MAINTENANCE AND SUPPLIES	\$192.50
									\$70.00
Communication: Presentation of Bills for Approval and Payment as Approved by the Finance Committee (August 1, 2022) (CONSENT AGENDA)									

Village of Flossmoor
Detail Board Report
Invoices Due On/Before: 08/02/22

Vendor Name		Invoice #	Invoice Date	Invoice Amount	PO #	Invoice Description	GL Number	GL Description	Line Amount
CURRENT TECHNOLOGIES CORP		12608	07/20/22	\$360.00		TWO FACTOR AUTHENTICATION IMPLEMENTATION			
							01-42-6-672	COMPUTER SOFTWARE MAINTENANC	\$15.93
							01-43-6-672	COMPUTER SOFTWARE MAINTENANC	\$19.12
							01-45-6-672	COMPUTER SOFTWARE MAINTENANC	\$12.74
							01-48-6-672	COMPUTER SOFTWARE MAINTENANC	\$101.95
							01-49-6-672	COMPUTER SOFTWARE MAINTENANC	\$143.36
							01-50-6-672	COMPUTER SOFTWARE MAINTENANC	\$12.74
							01-53-6-672	COMPUTER SOFTWARE MAINTENANC	\$9.56
							01-55-6-672	COMPUTER SOFTWARE MAINTENANC	\$44.60
						GFI LANGUARD SUBSCRIPTION RENEWAL TO 7/1/2023			
							01-42-6-672	COMPUTER SOFTWARE MAINTENANC	\$82.01
							01-43-6-672	COMPUTER SOFTWARE MAINTENANC	\$98.41
							01-45-6-672	COMPUTER SOFTWARE MAINTENANC	\$65.61
							01-48-6-672	COMPUTER SOFTWARE MAINTENANC	\$524.87
							01-49-6-672	COMPUTER SOFTWARE MAINTENANC	\$738.10
							01-50-6-672	COMPUTER SOFTWARE MAINTENANC	\$65.61
							01-53-6-672	COMPUTER SOFTWARE MAINTENANC	\$49.21
							01-55-6-672	COMPUTER SOFTWARE MAINTENANC	\$229.63
VENDOR TOTAL:									\$2,213.45
DAILY SOUTHTOWN		14526823 071122	07/11/22	\$42.00		FD SUBSCRIPTION THRU 10/4/22			
							01-49-5-660	DUES AND SUBSCRIPTIONS	\$42.00
VENDOR TOTAL:									\$42.00
EAGLE UNIFORM CO INC		INV9089	07/13/22	\$258.00		UNIFORM CAMILLI	01-49-3-612	UNIFORMS & RELATED SUPPLIES	\$258.00
		INV9117	07/14/22	\$343.80		UNIFORM BUTLER	01-49-3-612	UNIFORMS & RELATED SUPPLIES	\$343.80
VENDOR TOTAL:									\$601.80

Village of Flossmoor
Detail Board Report
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Vendor Name	Invoice #	Invoice Date	Invoice Amount	PO #	Invoice Description	GL Number	GL Description	Line Amount
EBEL'S ACE HARDWARE	347484	07/13/22	\$70.67		BULB/BATTERIES/SHOWER CLEANER/HOSE/CHAIN OIL	01-49-3-605	OPERATING SUPPLIES	\$13.49
						01-49-3-605	OPERATING SUPPLIES	\$5.93
						01-49-3-616	CLEANING SUPPLIES	\$16.17
						01-49-3-616	CLEANING SUPPLIES	\$14.39
						01-49-3-615	SMALL TOOLS & EQUIPMENT	\$20.69
347464		07/09/22	\$4.49		GLUE FOR CABINET REPAIR			
347452		07/07/22	\$6.37		PVC PIPE FOR SERVER ROOM AC UNIT	01-49-3-605	OPERATING SUPPLIES	\$4.49
						01-67-3-620	REPAIR SUPPLIES	\$6.37
							VENDOR TOTAL:	\$81.53
EVT TECHNOLOGIES								
5885		03/03/22	\$119.95		CARGO LINER			
5887		03/03/22	\$164.95		C19 ACCESSORY POCKET	01-49-6-671	VEHICLE MAINTENANCE	\$119.95
5903		03/11/22	\$130.00		A19 BLUE SEA SYSTEMS SURE EJECT REPLACEMENT	01-49-6-671	VEHICLE MAINTENANCE	\$164.95
						01-49-6-671	VEHICLE MAINTENANCE	\$130.00
							VENDOR TOTAL:	\$414.90
FIRST ARRIVING LLC								
3756		03/11/22	\$399.00		DIGITAL DASHBOARD LICENSE RENEWAL 6/30/22-6/29/23			
						01-49-3-621	COMMUNICATIONS EQUIPMENT	\$399.00
							VENDOR TOTAL:	\$399.00
FITZSIMMONS								
4969708		07/18/22	\$15.00		H TANK RENTAL			
						01-49-6-675	EMS EQUIPMENT MAINTENANCE	\$15.00
							VENDOR TOTAL:	\$15.00

Village of Flossmoor
Detail Board Report
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Vendor Name	Invoice #	Invoice Date	Invoice Amount	PO #	Invoice Description	GL Number	GL Description	Line Amount
FORT DEARBORN LIFE INSURANCE								
AUGUST 2022		07/18/22	\$614.53		AUGUST 2022 PREMIUM			
						01-42-2-591	LIFE INSURANCE PREMIUM	\$36.87
						01-43-2-591	LIFE INSURANCE PREMIUM	\$73.74
						01-45-2-591	LIFE INSURANCE PREMIUM	\$24.58
						01-48-2-591	LIFE INSURANCE PREMIUM	\$215.09
						01-49-2-591	LIFE INSURANCE PREMIUM	\$49.16
						01-50-2-591	LIFE INSURANCE PREMIUM	\$49.16
						01-55-2-591	LIFE INSURANCE PREMIUM	\$36.87
						01-60-2-591	LIFE INSURANCE PREMIUM	\$129.06
							VENDOR TOTAL:	\$614.53
FULTON COUNTY DEPT OF EMERGENCY								
SVC								
071922		07/19/22	\$57.84		REQUEST FOR RECORDS (KAUSAL)			
						01-48-4-630	PROFESSIONAL SERVICES	\$57.84
							VENDOR TOTAL:	\$57.84
GALLS, LLC								
021425563		06/16/22	\$27.87		UNIFORMS & RELATED SUPPLIES BAUSCH			
						01-48-3-612	UNIFORMS & RELATED SUPPLIES	\$27.87
							VENDOR TOTAL:	\$27.87
GATLING & SONS								
071322		07/13/22	\$250.00		TRANSPORT DECEASED MILLER-SPELLS			
						01-48-4-630	PROFESSIONAL SERVICES	\$250.00
							VENDOR TOTAL:	\$250.00
GBJ SALES, LLC								
4466		07/11/22	\$155.40		AIR FRESHNER-BUTTERFIELD LS/GLOVES RESTOCK			
						08-21-3-605	OPERATING SUPPLIES	\$63.00
						01-60-3-618	SAFETY EQUIPMENT & SUPPLIES	\$30.80
						08-11-3-618	SAFETY EQUIPMENT & SUPPLIES	\$30.80
						08-21-3-618	SAFETY EQUIPMENT & SUPPLIES	\$30.80
							VENDOR TOTAL:	\$155.40
JO PAINTERS INC.								
1006221		06/30/22	\$39,298.00		FY22 FIRE HYDRANTS SANDBLASTING & PAINTING PROGRAM			
						08-11-6-679	FIRE HYDRANT REHAB-SAND&PAINT	\$39,298.00
Communication: Presentation of Bills for Approval and Payment as Approved by the Finance Committee (August 1, 2022) (CONSENT AGENDA)								98.0

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Village of Flossmoor
Detail Board Report
Invoices Due On/Before: 08/02/22

Vendor Name		Invoice #	Invoice Date	Invoice Amount	PO #	Invoice Description	GL Number	GL Description	Line Amount
HOLLAND PRINTING INC	71449	07/14/22	\$939.11	WINDOW ENVELOPES-WATER BILLING			08-10-4-635	PRINTING	\$704.33
							08-20-4-635	PRINTING	\$234.78
							VENDOR TOTAL:		\$1,107.67
	71853	07/14/22	\$129.00	BUSINESS CARDS RIORDAN/FARLEY/CASTELLANOS			01-49-4-635	PRINTING	\$86.00
							01-42-4-635	PRINTING	\$43.00
							VENDOR TOTAL:		\$139.00
	71910	07/20/22	\$39.56	MAILING LABELS W/RETURN ADDRESS			01-41-4-635	PRINTING	\$11.86
							01-42-4-635	PRINTING	\$1.98
							01-43-4-635	PRINTING	\$15.82
HOMEWOOD ICE CREAM, INC.	072122	07/21/22	\$350.00	ICE CREAM FOR TOUCH A TRUCK EVENT			01-45-4-635	PRINTING	\$1.98
							01-53-4-635	PRINTING	\$1.98
							01-55-4-635	PRINTING	\$1.98
	072122	07/21/22	\$350.00	ICE CREAM FOR TOUCH A TRUCK EVENT			08-10-4-635	PRINTING	\$1.98
							08-20-4-635	PRINTING	\$1.98
							VENDOR TOTAL:		\$350.00
	93538	07/19/22	\$1,348.00	WELLNESS PARTICIPATION Q3/JUNE 2022 REWARDS			01-60-3-605	OPERATING SUPPLIES	\$350.00
							VENDOR TOTAL:		\$350.00
							VENDOR TOTAL:		\$350.00
THE HORTON GROUP	93538	07/19/22	\$1,348.00	WELLNESS PARTICIPATION Q3/JUNE 2022 REWARDS			01-42-2-592	EAP & WELLNESS PROGRAMS	\$25.43
							01-43-2-592	EAP & WELLNESS PROGRAMS	\$76.28
							01-45-2-592	EAP & WELLNESS PROGRAMS	\$12.71
	93538	07/19/22	\$1,348.00	WELLNESS PARTICIPATION Q3/JUNE 2022 REWARDS			01-48-2-592	EAP & WELLNESS PROGRAMS	\$792.00
							01-49-2-592	EAP & WELLNESS PROGRAMS	\$101.29
							01-50-2-592	EAP & WELLNESS PROGRAMS	\$50.86
	93538	07/19/22	\$1,348.00	WELLNESS PARTICIPATION Q3/JUNE 2022 REWARDS			01-55-2-592	EAP & WELLNESS PROGRAMS	\$25.43
							01-60-2-592	EAP & WELLNESS PROGRAMS	\$264.00
							VENDOR TOTAL:		\$1,348.00
HR DIRECT	INV11914959	07/11/22	\$84.99	POSTER-GUARD 1-YEAR			01-43-3-610	MISCELLANEOUS	\$84.99
							VENDOR TOTAL:		\$84.99
							VENDOR TOTAL:		\$84.99

Village of Flossmoor
Detail Board Report
Invoices Due On/Before: 08/02/22

Vendor Name	Invoice #	Invoice Date	Invoice Amount	PO #	Invoice Description	GL Number	GL Description	Line Amount
IGFOA	071222	07/12/22	\$410.00		2022 IGFOA ANNUAL CONFERENCE REGISTRATION			
						08-10-5-661	TRAINING	\$205.00
						08-20-5-661	TRAINING	\$205.00
						VENDOR TOTAL:		\$410.00
ILLINOIS FIRE CHIEF'S ASSOC	3365	12/16/21	\$325.00		MEMBERSHIP RENEWAL			
						01-49-5-660	DUES AND SUBSCRIPTIONS	\$325.00
						VENDOR TOTAL:		\$325.00
ILLINOIS STATE TOLL HIGHWAY	G125000007452	07/13/22	\$26.40		DPW IPASS CHARGES 4/1/22-6/30/22			
						01-60-6-671	MAINTENANCE AND SUPPLIES	\$6.60
						08-11-6-671	MAINTENANCE AND SUPPLIES	\$6.60
						08-21-6-671	MAINTENANCE AND SUPPLIES	\$6.60
						07-01-6-671	MAINTENANCE AND SUPPLIES	\$6.60
						TOLLS INCURRED OUTSIDE OF ILLINOIS 4/1/22-6/30/22		
						01-49-5-663	FIRE TUITION AND FEES	\$47.83
VENDOR TOTAL:								\$74.23
IMPRESSIONS IN STONE	12021	06/09/22	\$254.67		ENGRAVED PAVERS			
						27-01-3-619	PROGRAM COMMODITIES	\$141.48
						01-60-6-681	ART PROGRAM MAINTENANCE	\$113.19
						VENDOR TOTAL:		\$254.67
KONICA MINOLTA	9008719749	07/08/22	\$425.00		VH COPIER MAINT 7/8/22-8/7/22			
						01-43-6-670	OFFICE EQUIPMENT MAINTENANCE	\$425.00
						VENDOR TOTAL:		\$425.00
LBM TOOLS LLC	06302280881	06/30/22	\$974.75		MECHANIC TOOLS			
						01-60-6-671	MAINTENANCE AND SUPPLIES	\$243.68
						07-01-6-671	MAINTENANCE AND SUPPLIES	\$243.69
						08-11-6-671	MAINTENANCE AND SUPPLIES	\$243.6
						08-21-6-671	MAINTENANCE AND SUPPLIES	\$243.6
						VENDOR TOTAL:		\$974.7

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Communication: Presentation of Bills for Approval and Payment as Approved by the Finance Committee (August 1, 2022) (CONSENT AGENDA)

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Village of Flossmoor
Detail Board Report
Invoices Due On/Before: 08/02/22

Vendor Name		Invoice #	Invoice Date	Invoice Amount	PO #	Invoice Description	GL Number	GL Description	Line Amount
MENARD'S-HOMEWOOD									
33917	05/12/22	\$111.29				UNIFORM	01-60-3-612	UNIFORMS & RELATED SUPPLIES	\$111.29
37631	07/13/22	\$45.19				PLUMBING SUPPLIES	08-11-3-605	OPERATING SUPPLIES	\$45.19
VENDOR TOTAL:									\$156.48
METROPOLITAN MAYORS CAUCUS									
2022108	07/15/22	\$436.68				FY 2022 CAUCUS DUES	01-41-5-660	DUES AND SUBSCRIPTIONS	\$436.68
VENDOR TOTAL:									\$436.68
MIDWEST OFFICE INTERIORS									
263355	04/21/22	\$402.00				CHAIR-ASST VILL MGR	01-42-3-606	OFFICE EQUIPMENT	\$402.00
VENDOR TOTAL:									\$402.00
MONARCH AUTO SUPPLY INC									
6981563995	06/29/22	\$166.48				VEHICLE REPAIR PARTS/MAINTENANCE	01-60-6-671	MAINTENANCE AND SUPPLIES	\$41.62
							08-21-6-671	MAINTENANCE AND SUPPLIES	\$41.62
							08-11-6-671	MAINTENANCE AND SUPPLIES	\$41.62
							07-01-6-671	MAINTENANCE AND SUPPLIES	\$41.62
6981564705	07/08/22	\$9.60				A19 FUSE	01-49-6-671	VEHICLE MAINTENANCE	\$9.60
6981565098	07/12/22	\$105.66				DEF & WIPER FLUID	01-49-6-671	VEHICLE MAINTENANCE	\$105.66
VENDOR TOTAL:									\$281.74
NTOA									
39315 TENCZA 202	07/13/22	\$50.00				TENCZA ANNUAL INDIVIDUAL MEMBERSHIP RENEWAL	01-48-5-660	DUES AND SUBSCRIPTIONS	\$50.00
VENDOR TOTAL:									\$50.00
ORKIN EXTERMINATING COMPANY									
231325583	07/08/22	\$122.00				PEST CONTROL DPWSC	01-67-4-634	MISC SVCS	\$122.00
VENDOR TOTAL:									\$122.00

**Village of Flossmoor
Detail Board Report**
Invoices Due On/Before: 08/02/22

Vendor Name	Invoice #	Invoice Date	Invoice Amount	PO #	Invoice Description	GL Number	GL Description	Line Amount
KATHLEEN FIELD ORR & ASSOCIATE AUGUST 2022		08/01/22	\$11,500.00		VILLAGE ATTY RETAINER AUGUST 2022	01-44-4-630	VILLAGE ATTY RETAINER	\$11,500.00
							VENDOR TOTAL:	\$11,500.00
PARAMEDIC SERVICES OF ILLINOIS INC 7693		07/01/22	\$50,986.00		CONTRACTED FD PERSONNEL JULY 2022	01-49-4-650	CONTRACT FF/PM PERSONNEL	\$50,986.00
							VENDOR TOTAL:	\$50,986.00
PRESIDENTIAL ROOFING & CONST 071222		07/12/22	\$100.00		REFUND PERMIT #PB22-0168 700 BRUCE	01-00-2-430	BUILDING PERMITS	\$100.00
							VENDOR TOTAL:	\$100.00
RELIABLE FIRE EQUIPMENT CO 67327		07/15/22	\$6,542.00		VH 4" VALVE REPAIR	01-60-6-678	LANDSCAPE MAINTENANCE	\$6,542.00
66444		06/29/22	\$1,060.00		FD FIRE ALARM INSPECTION	01-67-6-680	MAINTENANCE CONTRACTS	\$1,060.00
67072		07/11/22	\$217.60		DPW FIRE SPRINKLER INSPECTION	01-67-6-680	MAINTENANCE CONTRACTS	\$217.60
							VENDOR TOTAL:	\$7,819.60
RELIANCE SAFETY LANE & SERVICE 119805		06/01/22	\$32.50		D17 SAFETY INSPECTION	01-60-6-671	MAINTENANCE AND SUPPLIES	\$8.12
							MAINTENANCE AND SUPPLIES	\$8.12
							MAINTENANCE AND SUPPLIES	\$8.13
							MAINTENANCE AND SUPPLIES	\$8.13
							VENDOR TOTAL:	\$32.50

Village of Flossmoor
Detail Board Report
Invoices Due On/Before: 08/02/22

Vendor Name							
Invoice #	Invoice Date	Invoice Amount	PO #	Invoice Description	GL Number	GL Description	Line Amount
RR LANDSCAPE SUPPLY							
127103	06/29/22	\$270.00		TOPSOIL FOR GROUND REPAIRS	09-01-3-620	GROUND REPAIR MATERIAL	\$90.00
					08-12-3-619	PROGRAM COMMODITIES	\$90.00
					08-22-3-619	PROGRAM COMMODITIES	\$90.00
127142	06/30/22	\$90.00		MULCH	01-62-3-619	PROGRAM COMMODITIES	\$30.00
					08-12-3-619	PROGRAM COMMODITIES	\$30.00
					08-22-3-619	PROGRAM COMMODITIES	\$30.00
127159	07/01/22	\$60.00		MULCH	08-12-3-619	PROGRAM COMMODITIES	\$20.00
					08-22-3-619	PROGRAM COMMODITIES	\$20.00
					09-01-3-620	GROUND REPAIR MATERIAL	\$20.00
VENDOR TOTAL:							\$420.00

Village of Flossmoor
Detail Board Report
Invoices Due On/Before: 08/02/22

Vendor Name		Invoice #	Invoice Date	Invoice Amount	PO #	Invoice Description	GL Number	GL Description	Line Amount
RUNCO OFFICE SUPPLY									
8729520			07/11/22	\$44.13		FIRST AID CABINET RESTOCK/PLANNER	01-55-3-601	OFFICE SUPPLIES	\$13.24
							01-60-3-618	SAFETY EQUIPMENT & SUPPLIES	\$10.30
							08-11-3-618	SAFETY EQUIPMENT & SUPPLIES	\$10.30
8729521			07/13/22	\$5.73		FIRST AID CABINET RESTOCK	08-21-3-618	SAFETY EQUIPMENT & SUPPLIES	\$10.29
							01-60-3-618	SAFETY EQUIPMENT & SUPPLIES	\$5.73
C8721341			07/19/22	\$(4.19)		RETURNED PEN INK REFILLS	01-53-3-601	OFFICE SUPPLIES	\$(4.19)
8736430			07/15/22	\$508.43		BINDERS-FINANCE DIRECTOR/COPY PAPER	01-41-3-601	OFFICE SUPPLIES	\$43.99
							01-42-3-601	OFFICE SUPPLIES	\$22.00
							01-43-3-601	OFFICE SUPPLIES	\$321.47
							01-45-3-601	OFFICE SUPPLIES	\$22.00
							01-48-3-601	OFFICE SUPPLIES	\$22.00
							01-49-3-601	OFFICE SUPPLIES	\$22.00
							01-53-3-601	OFFICE SUPPLIES	\$10.99
							01-55-3-601	OFFICE SUPPLIES	\$22.00
							08-10-3-601	OFFICE SUPPLIES	\$10.99
8721341			07/01/22	\$4.19		PEN INK REFILLS (RETURNED CREDIT TO FOLLOW)	08-20-3-601	OFFICE SUPPLIES	\$10.99
8730130			07/11/22	\$91.96		INDEX CARDS	01-53-3-601	OFFICE SUPPLIES	\$4.19
							01-48-3-601	OFFICE SUPPLIES	\$91.96
VENDOR TOTAL:									\$650.25

Village of Flossmoor
Detail Board Report
Invoices Due On/Before: 08/02/22

Vendor Name		Invoice #	Invoice Date	Invoice Amount	PO #	Invoice Description	GL Number	GL Description	Line Amount
RUSSO POWER EQUIPMENT									
PCM10071272	07/19/22	\$(84.99)				RETURNED HERBICIDE (ORIG INV SPI11170450)			
SPI11170450	07/19/22	\$396.93				HELMET/EAR PROTECTION - HERICIDE	01-62-3-619	PROGRAM COMMODITIES	\$(84.99)
							01-62-3-619	PROGRAM COMMODITIES	\$169.98
							01-60-3-618	SAFETY EQUIPMENT & SUPPLIES	\$76.65
							08-11-3-618	SAFETY EQUIPMENT & SUPPLIES	\$76.65
							08-21-3-618	SAFETY EQUIPMENT & SUPPLIES	\$73.65
SPI11170452	07/19/22	\$6.62				WATER TANK CAP	08-11-3-605	OPERATING SUPPLIES	\$6.62
SPI11170457	07/19/22	\$116.08				FORESTRY TOOLS	01-62-3-615	SMALL TOOLS & EQUIPMENT	\$116.08
SPI11170468	07/19/22	\$32.99				TRIMMER LINE	01-62-3-615	SMALL TOOLS & EQUIPMENT	\$32.99
								VENDOR TOTAL:	\$467.63
SAFETY KLEEN SYSTEMS INC									
89155486	06/28/22	\$362.56				PARTS WASHER SOLVENT			
							01-60-6-671	MAINTENANCE AND SUPPLIES	\$90.64
							08-11-6-671	MAINTENANCE AND SUPPLIES	\$90.64
							08-21-6-671	MAINTENANCE AND SUPPLIES	\$90.64
							07-01-6-671	MAINTENANCE AND SUPPLIES	\$90.64
89155487	06/28/22	\$396.26				PARTS WASHER SOLVENT	01-49-6-677	EQUIPMENT SERVICE CONTRACTS	\$396.26
								VENDOR TOTAL:	\$758.82
SEECO CONSULTANTS, INC.									
18929	06/30/22	\$3,124.00				STREETS PHASE 1 CONSTRUCTION OBSERVATION			
							17-01-4-740	STREETS PHASE 1 CONS OBSERV SER	\$3,124.00
								VENDOR TOTAL:	\$3,124.00
SHARK SHREDDING INC.									
57144	07/11/22	\$114.45				VH/PD SHREDDING SERVICES			
							01-42-4-634	OTHER MISCELLANEOUS SERVICES	\$32.22
							01-48-3-611	SPECIAL POLICE COMMODITIES	\$82.23
								VENDOR TOTAL:	\$114.45

Village of Flossmoor
Detail Board Report
Invoices Due On/Before: 08/02/22

Vendor Name Invoice #	Invoice Date	Invoice Amount	PO #	Invoice Description	GL Number	GL Description	Line Amount
SHOREWOOD HOME & AUTO, INC. 02317902	07/08/22	\$21.80		T19 CHAINSAW REPAIR	01-49-6-674	EQUIP MAINTENANCE & SUPPLIES	\$21.80
	07/13/22	\$16.61		CHAIN TENSIONER KIT	01-49-3-615	SMALL TOOLS & EQUIPMENT	\$16.61
						VENDOR TOTAL:	\$38.41
SOUTHWEST DIGITAL PRINTING							
0622201	06/15/22	\$6.10		BALANCE DUE FROM PREVIOUS BILLING			
0717113MR	07/14/22	\$47.00		4 GIANNA DIGITAL PRINTS	12-00-0-286	MISCELLANEOUS DEPOSITS	\$6.10
					12-00-0-286	MISCELLANEOUS DEPOSITS	\$47.00
						VENDOR TOTAL:	\$53.10
STATE INDUSTRIAL PRODUCTS CORP							
902522719	07/14/22	\$191.53		FLOOR CLEANER	01-49-3-616	CLEANING SUPPLIES	\$191.53
902376748	03/22/22	\$577.80		CLEANING SUPPLIES	01-49-3-616	CLEANING SUPPLIES	\$577.80
						VENDOR TOTAL:	\$769.33
STATE TREASURER							
62000	07/05/22	\$1,175.04		TRAFFIC SIGNALS MAINT JAN-MAR 2022	02-01-4-630	TRAFFIC SIGNALS MAINT	\$1,175.04
						VENDOR TOTAL:	\$1,175.04
STRAND ASSOCIATES, INC							
0186116	07/14/22	\$38,259.64		2022 STREETS REHABILITATION PROGRAM	17-01-4-740	STREETS PHASE 1 CONS OBSERV SER	\$38,259.64
0186115	07/14/22	\$864.24		WATER SYSTEM NAP-TRANSITION PLAN	04-01-7-701	WATER SUPPLY SYSTEM IMPROVEME	\$864.24
						VENDOR TOTAL:	\$39,123.88

Village of Flossmoor
Detail Board Report
Invoices Due On/Before: 08/02/22

Vendor Name	Invoice #	Invoice Date	Invoice Amount	PO #	Invoice Description	GL Number	GL Description	Line Amount
SYNCB/AMAZON	897865955939	06/09/22	\$72.94		MOBILE PHONE CAR MOUNT	01-49-3-605	OPERATING SUPPLIES	\$72.94
	488634998594	06/09/22	\$89.52		COFFEE	01-67-3-605	OPERATING SUPPLIES	\$89.52
	546567659978	06/09/22	\$14.98		RIBBON FOR RIBBON CUTTING CEREMONIES	01-41-4-652	COMMUNITY SERVICE ACTIVITIES	\$14.98
	478593565368	06/10/22	\$22.98		DISPOSAL FACE MASKS	01-43-3-605	OPERATING SUPPLIES	\$22.98
	573586834485	06/15/22	\$28.99		BATTERIES FOR RIFLES	01-48-3-611	SPECIAL POLICE COMMODITIES	\$28.99
	853594856674	06/16/22	\$19.88		MESSAGE BOOKS RESTOCK	01-55-3-601	OFFICE SUPPLIES	\$19.88
	468949534344	06/18/22	\$51.93		COMMUNITY CHURCH PRIDE CELEBRATION GIVE-AWAYS	01-41-4-653	MARKETING PROGRAMS	\$51.93
	449555444997	06/20/22	\$149.29		COMPUTER EQUIPMENT/STENO BOOKS/PHONE CHARGER/POISON IVY SCRUB	01-60-3-618	SAFETY EQUIPMENT & SUPPLIES	\$9.67
						08-11-3-618	SAFETY EQUIPMENT & SUPPLIES	\$9.66
						08-21-3-618	SAFETY EQUIPMENT & SUPPLIES	\$9.66
						01-43-3-607	COMPUTER EQUIPMENT & SUPPLIES	\$82.79
						01-55-3-601	OFFICE SUPPLIES	\$37.51
	447685687336	06/22/22	\$27.98		STORAGE BINS FOR BODY CAM'S	01-48-3-611	SPECIAL POLICE COMMODITIES	\$27.98
	687458348878	06/25/22	\$230.31		TOUCH-A-TRUCK GIVE-AWAYS	01-60-3-605	OPERATING SUPPLIES	\$230.31
	489339494597	06/25/22	\$44.96		FILTER FOR AIR PURIFIER AT DPWSC RECEPTION AREA	01-67-3-605	OPERATING SUPPLIES	\$44.96
	457783599964	06/28/22	\$37.96		IPAD CHARGING CORD & POWER ADAPTER	01-49-3-605	OPERATING SUPPLIES - INSP IPAD CH	\$37.96
658548668987	677795695455	07/01/22	\$26.42		IPHONE LIGHTNING CABLES/CAR CHARGER	01-55-3-601	OFFICE SUPPLIES	\$26.42
	658548668987	07/06/22	\$106.75		HP PRINTER INK CARTRIDGES	01-48-3-607	COMPUTER EQUIPMENT & SUPPLIES	\$106.75
	578479864844	07/06/22	\$80.94		EMS SUPPLIES	01-49-3-622	EMS EQUIPMENT & SUPPLIES	\$80.94
	999554898878	07/06/22	\$35.97		A119 CHARGER	01-49-3-605	OPERATING SUPPLIES	\$35.97
	736938878354	07/08/22	\$74.96		LOCKING MONEY RANK RAGGS			\$74.96

Village of Flossmoor
Detail Board Report
Invoices Due On/Before: 08/02/22

Vendor Name	Invoice #	Invoice Date	Invoice Amount	PO #	Invoice Description	GL Number	GL Description	Line Amount
	493596676957	06/11/22	\$(12.99)		RETURNED RIBBON FOR RIBBON CUTTING CEREMONIES			
					01-41-4-652	COMMUNITY SERVICE ACTIVITIES		\$(12.99)
	0076954	06/09/22	\$(57.98)		REFUND OF OVERPAYMENT INV #433579935683-BATTERIES			
					01-48-3-611	SPECIAL POLICE COMMODITIES		\$(57.98)
VENDOR TOTAL:								\$1,045.79
THE COP FIRE SHOP								
	208576	06/03/22	\$98.00		MAZURKIEWICZ UNIFORM	01-49-3-612	UNIFORMS & RELATED SUPPLIES	\$98.00
	208582	06/06/22	\$120.00		THOME UNIFORM	01-49-3-612	UNIFORMS & RELATED SUPPLIES	\$120.00
	208625	06/13/22	\$332.00		FARLEY UNIFORM	01-49-3-612	UNIFORMS & RELATED SUPPLIES	\$332.00
	208665	07/06/22	\$130.00		UNIFORM GOMEZ	01-49-3-612	UNIFORMS & RELATED SUPPLIES	\$130.00
VENDOR TOTAL:								\$680.00
THE GORMAN GROUP								
	071222	07/12/22	\$1,200.00		APPRAISAL SERVICES 19605 & 19715 CRAWFORD	01-45-4-630	PROFESSIONAL SERVICES	\$1,200.00
VENDOR TOTAL:								\$1,200.00
THIRD DIST. FIRE CHIEF'S ASSN.								
	4929	07/14/22	\$40.00		KOPEC/BERK MONTHLY LUNCHEON MEETING ASSESSMENT	01-49-4-648	SPECIAL RESPONSE TEAM	\$40.00
VENDOR TOTAL:								\$40.00
TIFCO INDUSTRIES INC.								
	71776096	07/01/22	\$443.40		RUBBER GLOVES	01-60-3-618	SAFETY EQUIPMENT & SUPPLIES	\$147.80
						08-11-3-618	SAFETY EQUIPMENT & SUPPLIES	\$147.80
						08-21-3-618	SAFETY EQUIPMENT & SUPPLIES	\$147.80
VENDOR TOTAL:								\$443.40
TOP TO BOTTOM CONSTRUCTION INC								
	071222	07/12/22	\$150.00		REFUND PERMIT #PB22-0079 813 CAMBRIDGE	01-00-2-430	BUILDING PERMITS	\$150.00
VENDOR TOTAL:								\$150.00

Village of Flossmoor
Detail Board Report
Invoices Due On/Before: 08/02/22

Vendor Name	Invoice #	Invoice Date	Invoice Amount	PO #	Invoice Description	GL Number	GL Description	Line Amount
TRIBUNE MEDIA GROUP								
	056277346000	06/30/22	\$2,518.00		HELP WANTED ADS	01-60-4-638	ADVERTISING	\$2,518.00
							VENDOR TOTAL:	\$2,518.00
VIKING CHEMICAL COMPANY								
	131562	07/13/22	\$1,832.50		CHLORINE CYLINDERS FOR PUMP STATIONS	08-11-6-677	WATER FACILITY MAINTENANCE	\$1,832.50
							VENDOR TOTAL:	\$1,832.50
VILLAGE OF HOMEWOOD								
	10579	07/05/22	\$145,376.72		HOMEWOOD WATER BILL 5/27/22-6/27/22	08-11-4-636	HOMEWOOD-OPER & MTCE CHARGES	\$5,000.00
						08-11-4-635	HOMEWOOD-LAKE MICHIGAN WATER	\$140,376.72
							VENDOR TOTAL:	\$145,376.72
WORKING WELL								
	0038465100	06/30/22	\$770.00		FARLEY PRE-EMPLOYMENT PHYSICAL	01-49-4-636	PRE-EMPLOYMENT PHYSICALS	\$770.00
							VENDOR TOTAL:	\$770.00
Z-FORCE TRANSPORTATION, INC.								
	22186381	06/28/22	\$1,018.99		CA6 STONE RESTOCK	08-11-6-675	WATER SYSTEM MAINT & REPAIRS	\$509.50
						08-13-3-619	PROGRAM COMMODITIES	\$509.49
	22186431	06/30/22	\$1,140.00		SPOIL DISPOSAL	01-60-4-650	SPOIL DISPOSAL	\$1,140.00
	22186502	07/07/22	\$580.55		CA6 STONE DELIVERY	08-11-6-675	WATER SYSTEM MAINT & REPAIRS	\$290.28
						08-12-3-619	PROGRAM COMMODITIES	\$290.27
							VENDOR TOTAL:	\$2,739.54

Village of Flossmoor
Detail Board Report
Invoices Due On/Before: 08/02/22

Vendor Name	Invoice #	Invoice Date	Invoice Amount	PO #	Invoice Description	GL Number	GL Description	Line Amount
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Total Amount Being Paid: \$512,532.57
Total Number of Invoices: 137

Vendor Code	Vendor Name	1099	Invoice Total	Check Total	Net Inv/
ABETTER	A BETTER DOOR & DOCK SERVICES	Y	(1) 360.00	(0) 0.00	360
AlROOF	A-1 ROOFING COMPANY	N	(1) 143,280.00	(0) 0.00	143,280
AIRGASUS	AIRGAS USA, LLC	N	(2) 145.74	(0) 0.00	145
ALWARREN	AL WARREN OIL COMPANY INC	N	(3) 5,619.80	(0) 0.00	5,619
ALLSCAPE	ALLSCAPE INCORPORATED	N	(1) 7,335.00	(0) 0.00	7,335
ANDRESME	ANDRES MEDICAL BILLING, LTD	Y	(1) 2,092.63	(0) 0.00	2,092
BENISTAR	BENISTAR	N	(1) 932.00	(0) 0.00	932
BIO-TRON	BIO-TRON, INC	N	(1) 250.00	(0) 0.00	250
BOUND	BOUND TREE MEDICAL LLC	Y	(1) 146.02	(0) 0.00	146
BSIONLIN	BSI ONLINE	N	(1) 495.00	(0) 0.00	495
BURKELLC	BURKE, LLC	N	(3) 12,289.78	(0) 0.00	12,289
CANONSOL	CANON SOLUTIONS AMERICA , INC.	N	(2) 182.00	(0) 0.00	182
CHANDLER	CHANDLER SERVICES INC	N	(1) 278.20	(0) 0.00	278
CHICAGOARE	CHICAGO AREA WATERWAYS CHLORIDE	N	(1) 1,128.00	(0) 0.00	1,128
CHICOMM	CHICAGO COMMUNICATIONS, LLC.	Y	(1) 94.80	(0) 0.00	94
CHISOCC	CHICAGO SOUTHLAND ECONOMIC	N	(1) 500.00	(0) 0.00	500
CLARKBAI	CLARK BAIRD SMITH LLP	Y	(1) 10,676.25	(0) 0.00	10,676
COM4037	COMED	N	(1) 517.86	(0) 0.00	26
CORE&MAI	CORE & MAIN LP	Y	(1) 36.00	(0) 0.00	36
CCHILLSF	COUNTRY CLUB HILLS FIRE DEPT	N	(1) 500.00	(0) 0.00	500
CUMMINS	CUMMINS INC.	N	(1) 770.00	(0) 0.00	770
CURRENT	CURRENT TECHNOLOGIES CORP	N	(2) 2,213.45	(0) 0.00	2,213
DAILYST	DAILY SOUTHTOWN	N	(1) 42.00	(0) 0.00	42
EAGLEUNI	EAGLE UNIFORM CO INC	N	(2) 601.80	(0) 0.00	601
EBELSACE	EBEL'S ACE HARDWARE	N	(3) 81.53	(0) 0.00	81
EVTECH	EVT TECHNOLOGIES	N	(3) 414.90	(0) 0.00	414
FIRSTARR	FIRST ARRIVING LLC	Y	(1) 399.00	(0) 0.00	399
FITZSIMM	FITZSIMMONS	N	(1) 15.00	(0) 0.00	15
FDLIFE	FORT DEARBORN LIFE INSURANCE	N	(1) 614.53	(0) 0.00	614
FULTONCOUN	FULTON COUNTY DEPT OF EMERGENCY	N	(1) 57.84	(0) 0.00	57
GALLS	GALLS, LLC	N	(1) 27.87	(0) 0.00	27
GATLING	GATLING & SONS	N	(1) 250.00	(0) 0.00	250
GBJSALES	GBJ SALES, LLC	Y	(1) 155.40	(0) 0.00	155
GOPAINTERS	GO PAINTERS INC.	N	(1) 39,298.00	(0) 0.00	39,298
HOLLANDP	HOLLAND PRINTING INC	N	(3) 1,107.67	(0) 0.00	1,107
HOMEICE	HOMWOOD ICE CREAM, INC.	N	(1) 350.00	(0) 0.00	350
HORTON	THE HORTON GROUP	N	(1) 1,348.00	(0) 0.00	1,348
HRDIRECT	HR DIRECT	N	(1) 84.99	(0) 0.00	84
IGFOA-CO	IGFOA	N	(1) 410.00	(0) 0.00	410
IFCA	ILLINOIS FIRE CHIEF'S ASSOC	N	(1) 325.00	(0) 0.00	325
ILLSTATE	ILLINOIS STATE TOLL HIGHWAY	N	(2) 74.23	(0) 0.00	74
IMPRESS	IMPRESSIONS IN STONE	N	(1) 254.67	(0) 0.00	254
KONICA	KONICA MINOLTA	N	(1) 425.00	(0) 0.00	425
LBMTOOLS	LBM TOOLS LLC	Y	(1) 974.75	(0) 0.00	974
MENARDHM	MENARD'S-HOMWOOD	N	(2) 156.48	(0) 0.00	156.48

Communication: Presentation of Bills for Approval and Payment as Approved by the Finance Committee (August 1, 2022) (CONSENT AGENDA)

Vendor Code	Vendor Name	1099	Invoice Total	Check Total	Net Inv/
METROMAY	METROPOLITAN MAYORS CAUCUS	N	(1) 436.68	(0) 0.00	436
MIDWESTO	MIDWEST OFFICE INTERIORS	N	(1) 402.00	(0) 0.00	402
MONARCH	MONARCH AUTO SUPPLY INC	N	(3) 281.74	(0) 0.00	281
NTOA	NTOA	N	(1) 50.00	(0) 0.00	50
ORKIN	ORKIN EXTERMINATING COMPANY	N	(1) 122.00	(0) 0.00	122
ORRASSOC	KATHLEEN FIELD ORR & ASSOCIATE	Y	(1) 11,500.00	(0) 0.00	11,500
PARAMEDICS	PARAMEDIC SERVICES OF ILLINOIS I	N	(1) 50,986.00	(0) 0.00	50,986
PRESROOF	PRESIDENTIAL ROOFING & CONST	N	(1) 100.00	(0) 0.00	100
RELIABLE	RELIABLE FIRE EQUIPMENT CO	N	(3) 7,819.60	(0) 0.00	7,819
RELIANCE	RELIANCE SAFETY LANE & SERVICE	N	(1) 32.50	(0) 0.00	32
RRLAND	RR LANDSCAPE SUPPLY	Y	(3) 420.00	(0) 0.00	420
RUNCO	RUNCO OFFICE SUPPLY	N	(6) 650.25	(0) 0.00	650
RUSSOPOW	RUSSO POWER EQUIPMENT	N	(5) 467.63	(0) 0.00	467
SAFETYKL	SAFETY KLEEN SYSTEMS INC	N	(2) 758.82	(0) 0.00	758
SEECO	SEECO CONSULTANTS, INC.	N	(1) 3,124.00	(0) 0.00	3,124
SHARK	SHARK SHREDDING INC.	N	(1) 114.45	(0) 0.00	114
SHOREWOO	SHOREWOOD HOME & AUTO, INC.	N	(2) 38.41	(0) 0.00	38
SWPRINT	SOUTHWEST DIGITAL PRINTING	N	(2) 53.10	(0) 0.00	53
STATECHE	STATE INDUSTRIAL PRODUCTS CORP	N	(2) 769.33	(0) 0.00	769
STATETRE	STATE TREASURER	N	(1) 1,175.04	(0) 0.00	1,175
STRAND	STRAND ASSOCIATES, INC	N	(2) 39,123.88	(0) 0.00	39,123
AMAZON	SYNCB/AMAZON	N	(19) 1,045.79	(0) 0.00	1,045
THECOPFI	THE COP FIRE SHOP	N	(4) 680.00	(0) 0.00	680
GORMANG	THE GORMAN GROUP	N	(1) 1,200.00	(0) 0.00	1,200
THIRDDFC	THIRD DIST. FIRE CHIEF'S ASSN.	N	(1) 40.00	(0) 0.00	40
TIFCO	TIFCO INDUSTRIES INC.	N	(1) 443.40	(0) 0.00	443
TOPTOBOTT	TOP TO BOTTOM CONSTRUCTION INC	N	(1) 150.00	(0) 0.00	150
TRIBUNE2	TRIBUNE MEDIA GROUP	N	(1) 2,518.00	(0) 0.00	2,518
VIKINGCH	VIKING CHEMICAL COMPANY	N	(1) 1,832.50	(0) 0.00	1,832
VILHMD	VILLAGE OF HOMEWOOD	N	(1) 145,376.72	(0) 0.00	145,376
WORKING	WORKING WELL	Y	(1) 770.00	(0) 0.00	770
ZFORCE	Z-FORCE TRANSPORTATION, INC.	N	(3) 2,739.54	(0) 0.00	2,739
Grand Totals:			Total: 137 512,532.57	Total: 0 0.00	

Communication: Presentation of Bills for Approval and Payment as Approved by the Finance Committee (August 1, 2022) (CONSENT AGENDA)

Village of Flossmoor
Detail Board Report

Manual Checks Issued: 07/15/22 thru 07/15/22

Vendor Name		Invoice #	Invoice Date	Amount	Check #	Check Date	PO #	Invoice Description	GL Number	GL Description	Line Amount
THE WEBSTAURANT STORE INC		76764540	07/14/22	\$1,118.63	77205	07/15/22		COFFEE POT	01-49-3-611	DORMITORY SUPPLIES	\$1,118.63
										VENDOR TOTAL:	\$1,118.63

Total Amount Being Paid: \$1,118.63
Total Number of Invoices: 1

Vendor Code	Vendor Name	1099	Invoice Total	Check Total	Net Inv/(
WEBSTAUAN	THE WEBSTAUANT STORE INC	N	(1) 1,118.63	(1) 1,118.63	0.
Grand Totals:			Total: 1 1,118.63	Total: 1 1,118.63	

**Village of Flossmoor
Detail Board Report**
Manual Checks Issued: 07/20/22 thru 07/20/22

Vendor Name		Invoice #	Invoice Date	Amount	Check #	Check Date	PO #	Invoice Description	GL Number	GL Description	Line Amount
ABT	0715201HAWB		07/15/22	\$1,200.00	77206	07/20/22		CLOTHES DRYER REPLACEMENT	01-49-3-611	DORMITORY SUPPLIES	\$1,200.00
										VENDOR TOTAL:	\$1,200.00
AT&T	0863321700		07/11/22	\$888.13	77207	07/20/22		VILLAGE INTERNET ACCT #831-001-1181-835	01-42-4-639	WEBSITE & INTERNET SERVICES	\$888.13
										VENDOR TOTAL:	\$888.13
COMCAST	0001666 070622		07/06/22	\$360.70	77208	07/20/22		VH & DPWSC INTERNET 7/10/22-8/9/22	01-42-4-639	WEBSITE & INTERNET SERVICES	\$248.85
										COMPUTER NETWORK MAINTENAN	\$111.85
										VENDOR TOTAL:	\$360.70

Total Amount Being Paid: \$2,448.83
Total Number of Invoices: 3

Vendor Code	Vendor Name	1099	Invoice Total	Check Total	Net Inv/
ABT	ABT	N	(1) 1,200.00	(1) 1,200.00	0
AT&T3	AT&T	N	(1) 888.13	(1) 888.13	0
COMCAST3	COMCAST	N	(1) 360.70	(1) 360.70	0
Grand Totals:			Total: 3 2,448.83	Total: 3 2,448.83	

TO: Bridget Wachtel, Village Manager
FROM: Scott Bordui, Finance Director
DATE: August 1, 2022
SUBJECT: Budget Amendment Resolution



FLOSSMOOR

During the first quarter of the 22-23 fiscal year the Board approved the following motion(s) to amend the Village's 22-23 fiscal year budget.

Attached is the resolution which the Board is required to adopt so that the budget amendments may be filed with the Cook County Clerk.

Approval

<u>Date</u>	<u>Amount</u>	<u>Account No.</u>	<u>Description</u>
4-18-22	\$ 2,082	08-11-6-679	Fire hydrant sandblasting & painting
5- 2-22	\$ 4,832	01-55-7-760	Engineer-Brookwood bridge/Butterfield rd
5- 2-22	\$ 14,494	07-01-7-760	" " " " " "
5-16-22	\$415,495	16-01-7-767	Village Hall generator
5-16-22	\$ 98,206	16-01-7-767	Public Works Service Center generator
6-20-22	\$ 8,686	16-01-7-767	Fire Dept. bay floor replacement
6-20-22	\$ 7,000	27-01-7-715	Red Cross Lines sculpture purchase

I request that approval of this resolution be placed on the August 1, 2022 Board Meeting Agenda.

RESOLUTION # _____
A RESOLUTION AMENDING THE BUDGET FOR FISCAL YEAR 22-23 FOR THE VILLAGE OF FLOSSMOOR

WHEREAS, the Village of Flossmoor, County of Cook, State of Illinois has heretofore adopted a budget for the fiscal year ending April 30, 2023 passed by the Mayor and Board of Trustees of said Village of Flossmoor on April 18, 2022, a certified copy of said Budget and a Certificate of Estimate of Revenues having been filed in the Office of the County Clerk on May 26, 2022; and

WHEREAS, circumstances have arisen during the fiscal year by which said Village wishes to amend said budget filed with the County Clerk according to the general ledger numbers and amounts listed in attachment A; and

WHEREAS, said Village has additional revenue and/or designated fund balances that will be and is hereby allocated for said budget amendments as listed in attachment A;

NOW, THEREFORE, BE IT RESOLVED, that said budget filed with the County Clerk be amended according to changes listed in attachment A.

BE IT FURTHER RESOLVED, that the Village Clerk is hereby directed to cause to be filed with the County Clerk of Cook County, Illinois, a certified copy of this Resolution.

Passed this 1st day of August, 2022.

AYES: _____

NOES: _____

ABSENT: _____

ABSTAINED: _____

PASSED: _____

APPROVED: _____

PUBLISHED: _____

APPROVED:

Mayor

ATTEST:

Village Clerk

ATTACHMENT A - PAGE ONE OF ONE

BUDGET AMENDMENT

FY 2022-23 BUDGET

<u>Fund</u>	<u>Account Title</u>	<u>Account Number</u>	<u>Amount</u>
Water & Sewer	Fire Hydrant Rehabilitation/Sandblast and Paint	08-11-6-679	\$2,082
General	Brookwood Bridge - Engineering	01-55-7-760	\$4,832
Storm Sewer	Brookwood Bridge - Engineering	07-01-7-760	\$14,494
Capital Equipment	Municipal Building Maintenance	16-01-7-767	\$415,495
Capital Equipment	Municipal Building Maintenance	16-01-7-767	\$98,206
Capital Equipment	Municipal Building Maintenance	16-01-7-767	\$8,686
Public Art Program	Red Cross Lines Sculpture	27-01-7-715	\$7,000

Attachment: BUD AMENDMENT (Budget Amendment Resolution 8.1.22)

TO: Bridget Wachtel, Village Manager
FROM: Scott Bugner, Building and Zoning Administrator
DATE: August 1, 2022
SUBJECT: Consideration of a request for rezoning of 1835
Governors Highway and 1615 Vollmer Road



On July 21, 2022 the Plan Commission held a public hearing to consider recommending a rezoning of the properties located at 1835 Dixie Highway and 1615 Vollmer Road from B-4 Office District and R-7 Planned Multifamily District to B-2 Community Business District.

The properties consist of three parcels located at the northeast corner of Dixie Highway and Vollmer Road. 1835 Dixie Highway is a single parcel with a single-story office building and two-story office building and is currently zoned B-4 Office District. These two buildings are part of a condominium association with 16 total units, the vast majority of which have been vacated and are tax delinquent. 1615 Vollmer Road consists of two parcels with a single-story office building which has been vacant for approximately two years. The Board of Trustees may recall that this property was rezoned to R-7 Planned Multifamily District and a special use permit was approved for a house of worship, however that sale did not take place and the property was subsequently purchased by a local investment group that is proposing to redevelop the property for the use as a public and private cigar lounge.

While the B-4 and R-7 Districts only permit office and residential uses respectively, the B-2 Community Business District would permit the type of use that has been proposed.

There was no opposition to the rezoning request and at the close of the public hearing the Plan Commission unanimously recommended rezoning the properties from B-4 Office and R-7 Planned Multifamily District to B-2 Community Business District.

To assist you in your consideration of this matter please find attached the following materials:

- Findings and Recommendations
- Legal Notice and Notice to Residents
- Map Indicating the location
- Proposed Ordinance

FINDINGS AND RECOMMENDATIONS

FLOSSMOOR PLAN COMMISSION

JULY 21, 2022

REZONING

1835 DIXIE HIGHWAY AND 1615 VOLLMER ROAD

1. The Village of Flossmoor is seeking a rezoning to B-2 Community Business District for the properties located at 1835 Dixie Highway and 1615 Vollmer Road.
2. The properties are currently zoned B-4 Office District and R-7 Planned Multifamily District.
3. The properties are improved with two single story buildings and a two-story building with accessory parking lots.
4. On July 21, 2022 the Plan Commission held a Public Hearing for consideration of a Rezoning.

Upon review Public Hearing the Flossmoor Plan Commission finds that:

- A. The proposed rezoning to B-2 Community Business District meets the standards for map amendments with respect to the following matters:
 - a. Existing nearby properties include commercial, office and residential uses.
 - b. The trend of development at the corner of Dixie Highway and Vollmer Road has been commercial and office uses.
 - c. The existing properties have been substantially vacant for a long period of time and are underutilized.
 - d. Rezoning could benefit the community by way of redevelopment of the vacant properties.
 - e. The properties are suitable for the proposed zoning classification.
 - f. No opposition to the rezoning request was submitted.

In conclusion the Plan Commission recommends to the Mayor and Board of Trustees that the Rezoning to B-2 Community Business District be approved.

Order ID: 7243198

* Agency Commission not included

GROSS PRICE * : \$96.00**PACKAGE NAME: IL Govt Legal Daily Southtown****LEGAL NOTICE
PUBLIC HEARING
FLOSSMOOR
PLAN COMMISSION**

Notice is hereby given that on Thursday, July 21, 2022, the Flossmoor Plan Commission will hold a public hearing to consider a request of a rezoning for certain property in the Village of Flossmoor, Illinois

LEGAL DESCRIPTIONS:

LOT 3 AND THE EAST 157 FEET OF LOT 4 IN FLOSSMOOR OFFICE CENTER SUBDIVISION OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 7, TOWNSHIP 35 NORTH, RANGE 14, EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY, ILLINOIS.

FLOSSMOOR OFFICE CENTER, BEING A SUBDIVISION OF PART OF THE EAST ½ OF THE SOUTHEAST ¼ OF SECTION 7, TOWNSHIP 35 NORTH, RANGE 14, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

LOCATION:

1615 Vollmer Road Flossmoor, Illinois 60422 PIN #'s 32-07-401-027 and 029
1835 Dixie Highway Flossmoor, Illinois 60422 PIN # 32-07-401-030

APPLICANT:

Village of Flossmoor

HEARING DATE:

Thursday, July 21, 2022, beginning at 7:30 p.m. in the Flossmoor Village Hall, 2800 Flossmoor Road, Flossmoor, Illinois. This meeting will be held in person and remotely. Visit www.flossmoor.org for dial-in instructions.

All interested parties are encouraged to attend and to present oral or written testimony.

/s/ Greg Mitchell, Chairperson
Flossmoor Plan Commission
7/3/2022 7243198



FLOSSMOOR

Welcoming. Beautiful. Connected.

Village of Flossmoor
Building Department
 2800 Flossmoor Road
 Flossmoor, Illinois 60422
 Phone: 708.957.4101
 TDD: 708.647.0179
 Fax: 708.335.5490
www.flossmoor.org

Building and Zoning Administrator
 Scott Bugner

Mayor
 Michelle I. Nelson

Trustees
 Joni Bradley-Scott
 Gary Daggett
 Brian Driscoll
 Rosalind Henderson Mustafa
 George Lofton
 James Mitros

Village Clerk
 Gina LoGalbo

Village Manager
 Bridget A. Wachtel

July 7, 2022

***THIS IS A COURTESY NOTICE ONLY**

Dear Resident:

On Thursday, July 21, 2022 at 7:30 PM, the Flossmoor Plan Commission will hold a public hearing to consider a request for a Rezoning. If approved it would permit the Rezoning of 1835 Dixie Highway (PIN 32-07-401-030) and 1615 Vollmer Road (PINS 32-07-401-027 and 32-07-401-029) from B-4 Office District and R-7 Multi-Family Residential District to B-2 Community District.

A map locating the property is shown on the back of this letter.

The July 21, 2022 meeting of the Flossmoor Plan Commission will be conducted in person at Village Hall and remotely via Zoom, which is permitted by Illinois Public Act 2020-0620. The public is invited to monitor the meeting using the dial-in number below. Public participation will be permitted during the Public Hearing portion of the meeting agenda. Members of the public may also comment on the Public Hearing by email to info@flossmoor.org. Comments received by 5:00 p.m. Wednesday, July 20, 2022 will be read into the record of the meeting.

Join Zoom Meeting:

+1 312 626 6799 US

Meeting ID: 883 2815 4793

Passcode: 60422

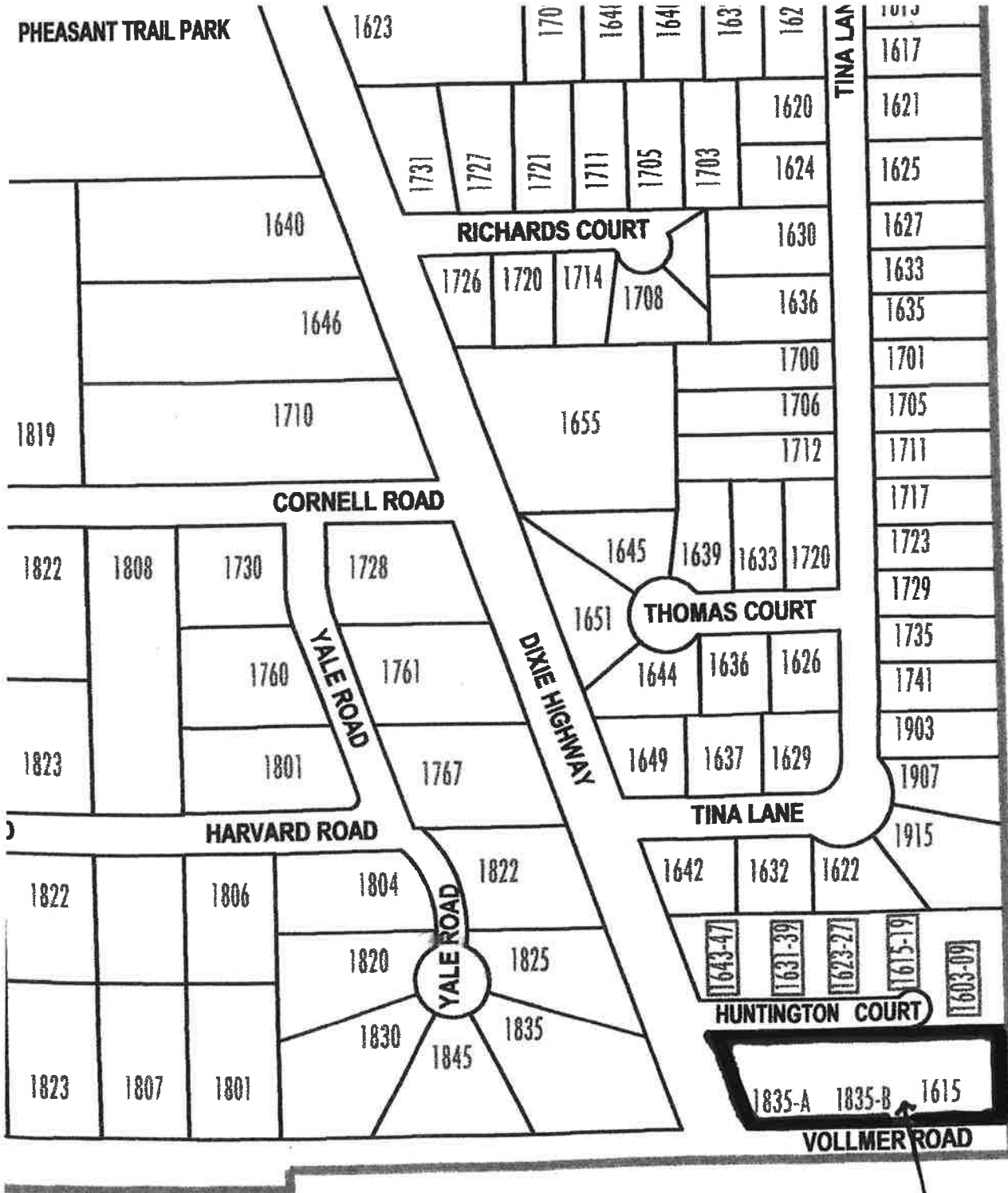
Please call me at 708-957-4101 or email me at sbugner@flossmoor.org if you have any questions.

Sincerely,

Scott M. Bugner
 Building and Zoning Administrator

SMB/jf

Attachment: 5 Resident Letter Rezoning Dixie and Vollmer (Rezoning Request - 1835 Dixie Highway and 1615 Vollmer Road)



ORDINANCE NO. _____

**AN ORDINANCE OF THE VILLAGE OF FLOSSMOOR, COOK COUNTY, ILLINOIS, APPROVING A
REZONING – 1835 DIXIE HIGHWAY AND 1615 VOLLMER ROAD**

WHEREAS, the Village of Flossmoor, Cook County, Illinois (the “*Village*”) is a duly organized and validly existing non-home rule municipality created in accordance with the Constitution of the State of Illinois of 1970 and the laws of the State; and,

WHEREAS, 1835 Dixie Highway and 1615 Vollmer Road (PIN #'s 32-07-401-030, 32-07-401-027 and 32-07-401-029) are located at the northeast corner of Dixie Highway and Vollmer Road as depicted in Exhibit “A” attached hereto (the “Subject Property”); and,

WHEREAS, The Village (“*the Petitioner*”) is requesting a Rezoning from R-7 Planned Multifamily Residential District and B-4 Office District to B-2 Community Business District; and,

WHEREAS, on July 21, 2022, after providing all notices required by law, the Village’s Plan Commission convened and held a public hearing on the Petitioner’s application for approval of a Rezoning; and,

WHEREAS, the Plan Commission reviewed Petitioner’s request in accordance with the Flossmoor Zoning Ordinance’s standards for map amendments set forth in Section 285-26-10., and upon conclusion of the public hearing, issued its findings to the Mayor and Board of Trustees (the “*corporate authorities*”) and recommended approval of the Petitioner’s request to approve a Rezoning to B-2; and,

WHEREAS, the Corporate Authorities have reviewed the Plan Commission’s findings and recommendations.

NOW, THEREFORE, BE IT ORDAINED by the Mayor and Board of Trustees of the Village of Flossmoor, Cook County, Illinois, as follows:

Section 1: The above recitals are incorporated herein and made a part of this Ordinance.

Section 2: The Corporate Authorities hereby rezone the Subject Property from R-7 Planned Multifamily Residential District and B-4 Office District to B-2 Community Business District pursuant and subject to Article 26 Section 285-26-10 of the Zoning Ordinance of the Village of Flossmoor.

Section 3: This Ordinance shall be in full force and effect upon its passage, approval,

and publication as provided by law.

Passed this ____ day of _____, 2022.

AYES: _____

NOES: _____

ABSENT: _____

ABSTAINED: _____

PASSED: _____

APPROVED: _____

PUBLISHED: _____

APPROVED:

Mayor

ATTEST:

Village Clerk

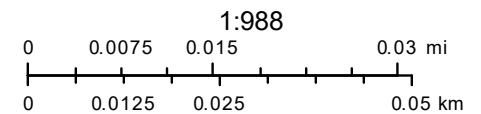
EXHIBIT "A"

Cook County CookViewer

a



July 25, 2022



Cook County GIS Dept
Cook County GIS Department

Attachment: Exhibit A (Rezoning Request - 1835 Dixie Highway and 1615 Vollmer Road - Ordinance)

TO: Bridget Wachtel, Village Manager
FROM: Scott Bugner, Building and Zoning Administrator
DATE: August 1, 2022
SUBJECT: Consideration of an Ordinance Granting a Variation for
a Fence - 1808 Sylvan Court



On July 26, 2022 the Zoning Board of Appeals held a public hearing to consider a request for a variation from Section 285-21-1 F. (1) (a) [2] of the Flossmoor Zoning Ordinance prohibiting fences in front or side yards. The request had been submitted by Morgan and Nexus Stewart owners of the property located at 1808 Sylvan Court. The facts of the matter are as follows:

The subject property is an interior lot located on the south side of Sylvan Court in an **R-4** Zoning District. The property is improved with a single-family dwelling, and attached garage.

The petitioner is seeking to install a fence in a front and side yard.

Section 285-21-a F. (1) (a) [2] of the Zoning Ordinance prohibits fences in front or side yards.

The petitioners argue that they have safety and security concerns and that their lot is very unique in comparison with other interior lots and provides very little rear yard due to the shape and configuration of the lot and the way that the house is sited on the lot.

There was no opposition to request and at the close of the public hearing the Zoning Board of Appeals voted unanimously in favor of recommending that the variance be approved.

To assist you in your consideration of this matter please find attached the following materials:

- Findings of Fact
- Application for Zoning Variance
- Survey showing the proposed fence location
- Legal Notice and Notice to residents
- Address Map

FLOSSMOOR ZONING BOARD OF APPEALS

FINDINGS OF FACT

FITZGERALD
PETITION FOR VARIATION
JULY 26, 2022

1. The petitioner, Morgan and Nexus Stewart, are the owners of the subject property, Sylvan Court.
2. The subject property is an interior lot located on the south side of Sylvan Court and is improved with a single-family dwelling with an attached garage.
3. The petitioner wishes to install a fence in a side and front yard.
4. **Section 285-21-1 F. (1) (a) [2]** of the zoning ordinance prohibits in or on the boundary of any provided front or side yard.
5. The petitioner is seeking a variation to install a fence in a portion of a front and side yard.
6. The petitioner argues that there are security concerns due to ongoing harassment.
7. The petitioner further argues that due to the unique configuration of the lot and the way that the home is oriented presents a problem in placing the fence in a conforming location.

The Zoning Board of Appeals recommends that this petition for variation be granted based on the following Findings of Fact.

- A. The Zoning Board of Appeals found that there was a practical difficulty or an undue hardship due to the lots unique configuration and the siting of the home on the lot.
- B. The practical difficulty or undue hardship was not created by anyone currently having an interest in the subject property.
- C. The granting of the variation will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhood.
- D. The proposed variation will not impair an adequate supply of light and air to adjacent property, or substantially increase congestion of public streets, or increase the danger of fire, or endanger public safety or substantially diminish or impair property values within the neighborhood.
- E. There have been no previous requests for variation of a similar nature by this petitioner.
- F. There were no residents opposed and one resident in favor of the petition.

Attachment: Stewart Findings of Fact (1808 Sylvan Court Variation - Fence)

VILLAGE OF FLOSSMOOR

Office of the Zoning Administrator

Application for Zoning Variance

This form shall be used to request any variation from the requirements of the Village's Zoning Ordinance. Applicants should read the application carefully before completing it. The completed application, any supporting documents/letters and the application fee should be returned to the Building Department at Village Hall. No request will be scheduled for a Public Hearing until a completed application, all required submittals and the application fee has been submitted to the Building Department.

PROPERTY INFORMATION

Address/Location of Property for which a Variance is being requested (Subject Property)

1808 Sylvan Ct Flossmoor IL 60422

Name of Applicant

Morgan + Nexus Stewart

Applicant's Mailing Address

1808 Sylvan Ct Flossmoor IL 60422

Home

(614) 397-6445

Applicant's Telephone Numbers

Work

(225) 315 2140

Applicant's interest in Subject Property (Owner, contract, purchaser, etc)

Owner

If the applicant is not the owner of the property please provide the following information:

Owner's Name

Owner's Address

Home ()

Applicant's Telephone Numbers

Work ()

PAID

JUL 05 2022

By

A variance is permission to depart from the strict application of the requirements of the Village's Zoning Ordinance. Variances are granted only after a Public Hearing of the request is conducted by the Flossmoor Zoning Board of Appeals and passage of an ordinance by the Flossmoor Village Board. A variance only modifies the dimensional requirements of a specific zoning district and does not include the substitution of uses assigned to other zoning districts. For example, you cannot request a variance that would allow a retail store in a residential neighborhood.

For a variance to be granted the Zoning Board of Appeals must find, with the concurrence of the Village Board, that strict enforcement of the Zoning Ordinance, as it applied to a specific property, would create an undue hardship and/or present a practical difficulty. It is the obligation of the petitioner to demonstrate that a hardship and/or practical difficulty exists or will result if the variance is not granted. "Hardships", as defined in this procedure, do not include those that are self imposed or personal in nature.

Any grant of a variance must conform to the "Standards for Variations" as contained in Section 26-106.3 of the Flossmoor Zoning Ordinance. A copy of these standards is attached to this application form.

ALL APPLICANTS MUST ANSWER THE FOLLOWING QUESTIONS:

1. Please state the nature of the requested variance, giving distances and dimensions where appropriate if possible, attach site plans, drawings, and/or sketches illustrating the requested variance.

We are requesting an iron or vinyl fence from the side yard where our property line meets lot A; through the back where it is shared with lot C extended to the sidewalk + portion of side of our home.

* Please see drawing on survey in green

We have not sought a contractor and do not have a formal plan / quote.

2. What is the nature of the practical difficulty or hardship that would result if the requirements of the Zoning Ordinance are strictly applied to your property?

Our neighbor @ 1816 Sylvan St. suffers from a behavioral disorder. Despite not engaging she has outbursts of rage + often antagonizes our dog + family including our 4 year old. We have multiple police reports; however her advances are becoming increasingly more aggressive. With Flossmoor police + Mayor Nelson advisement we are seeking this variance to ensure our children (4 yrs old; soon newborn) + us can safely be in our yard without harassment or potential injury due to her actions. In the most recent event on 6/30/22; she stood directly on the property line unprovoked hurling threats of violence + screaming profanities at the pregnant homeowner. - police report # F2202728. In addition to this variance we have sought an order of protection - hearing on 7/12/22.

3. Would other properties in your immediate neighborhood have similar characteristics and/or problems? If so, how many?

No, our neighbors in lot C which are adjacent to the problem neighbor in lot A have a fence.

4. What effect will the requested variance have on adjoining property and the neighborhood in general?

little to no impact as it will largely be hidden by trees.

5. Within the last year have you applied for a similar variance for this property? If so please provide the date when you applied and the results of your request.

NO


Applicant's Signature

7/1/2022
Date


Owner's Signature
(Applications must have property owner's signature)

7/1/2022
Date

DO NOT WRITE BELOW, FOR OFFICE USE ONLY.

DATE SUBMITTED: _____

7/1/22

FEE PAID: _____

✓ ~~Att~~ Inv. # 12611

REQUESTED HEARING DATE: _____

7/26/22

DATE PUBLISHED: _____

7/12/22

DATE RESIDENTS NOTIFIED: _____

Attachment: 5 1808 Sylvan Application (1808 Sylvan Court Variation - Fence)

Word:ZBA:Application for Zoning Variance



www.exactaland.com | office: 773.305.4011

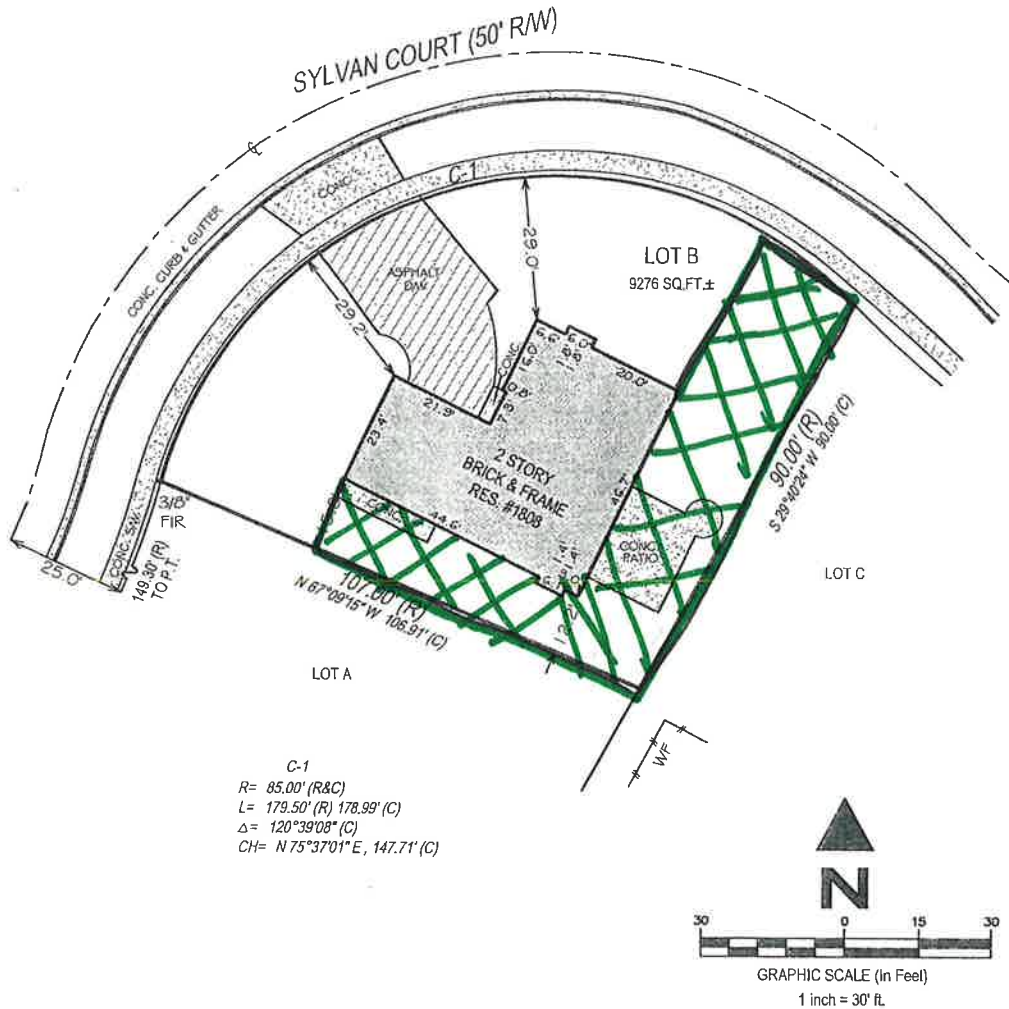


5.c

PROPERTY ADDRESS: 1808 SYLVAN CT, FLOSSMOOR, ILLINOIS 60422

SURVEY NUMBER: IL2104.2857

IL2104.2857
BOUNDARY SURVEY
COOK COUNTY



STATE OF ILLINOIS } SS
COUNTY OF GRUNDY }

THIS IS TO CERTIFY THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY. GIVEN UNDER MY HAND AND SEAL THIS DATE HEREON.

Kenneth Kennedy



ILLINOIS PROFESSIONAL LAND SURVEYOR No. 3403
LICENSE EXPIRES 11/30/2022
EXACTA LAND SURVEYORS, LLC
PROFESSIONAL DESIGN FIRM 184008059-0008

POINTS OF INTEREST:
NONE VISIBLE



Exacta Land Surveyors, LLC
PLS# 184008059
o: 773.305.4011
316 East Jackson Street | Morris, IL 60459



DATE OF SURVEY: 04/22/21
FIELD WORK DATE: 4/21/2021
REVISION DATE(S): (REV.1 4/23/2021) (REV.1 4/22/2021)

SEE PAGE 2 OF 2 FOR LEGAL DESCRIPTION
PAGE 1 OF 2 - NOT VALID WITHOUT ALL PAGES

1808
Sylvan

Attachment: 6 1808 Sylvan Fence Plan (1808 Sylvan Court Variation - Fence)

Order ID: 7247394

Page 2 of 2

* Agency Commission not included

GROSS PRICE * : \$73.50**PACKAGE NAME:** IL Govt Legal Daily Southtown**Product(s):** SubTrib_Daily Southtown, Publicnotices.com**AdSize(s):** 1 Column**Run Date(s):** Sunday, July 10, 2022**Zone:** Full Run**Color Spec.** B/W

Preview

LEGAL NOTICE PUBLIC HEARING FLOSSMOOR

ZONING BOARD OF APPEALS

Notice is hereby given that on Tuesday, July 26, 2022, the Flossmoor Zoning Board of Appeals will hold a public hearing to consider a request for a variation from Flossmoor Zoning Ordinance Section 285-21-1 F. (a) [2]. If approved it would allow the installation of a fence in a provided front or side yard.

LEGAL DESCRIPTION:
LOT B IN O RUETER AND COMPANY'S SYLVAN COURT, A SUBDIVISION OF A TRACT OF LAND IN PART OF THE SOUTH ½ OF THE NORTHEAST ¼ OF SECTION 7, TOWNSHIP 35 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS

LOCATION:
1808 SYLVAN COURT

APPLICANT:
Morgan and Nexus Stewart

HEARING DATE:
Tuesday, July 26 2022, beginning at 7:30 p.m. in the Flossmoor Village Hall, 2800 Flossmoor Road, Flossmoor, Illinois. This meeting will be held in person and remotely. For dial-in instructions please visit www.flossmoor.org

All interested parties are encouraged to attend and to present oral or written testimony.

/s/ Mark Mathewson, Chairperson
Flossmoor Zoning Board of Appeals
7/10/2022 7247394

Attachment: 7 1808 Sylvan Legal Notice (1808 Sylvan Court Variation - Fence)



FLOSSMOOR

Welcoming. Beautiful. Connected.

Village of Flossmoor

Building Department
2800 Flossmoor Road
Flossmoor, Illinois 60422
Phone: 708.957.4101
TDD: 708.647.0179
Fax: 708.335.5490
www.flossmoor.org

Building and Zoning Administrator
Scott Bugner

Mayor
Michelle Nelson

Trustees
Joni Bradley-Scott
Gary Daggett
Brian Driscoll
Perry Hoag
George Lofton
James Mitros

Village Clerk

Village Manager
Bridget A. Wachtel

July 13, 2022

***THIS IS A COURTESY NOTICE ONLY**

Dear Resident:

On Tuesday, July 26, 2022, the Flossmoor Zoning Board of Appeals will hold a public hearing to consider a request for approval of a variance from the Flossmoor Zoning Ordinance regulating fences. If approved the variance would permit the installation of a fence in a front or side yard at 1808 Sylvan Lane as depicted on the attached survey.

A map locating the property is shown on the back of this letter.

The meeting will be held in person at Village Hall and remotely beginning at 7:30 p.m. All interested parties are encouraged to attend and to present oral or written testimony. Members of the public may also comment on the Public Hearing by email to info@flossmoor.org. Comments received by 5:00 p.m. Wednesday, July 25, 2022 will be read into the record.

Join Zoom Meeting:

+1 (312) 626-6799

Meeting ID: 851 8170 6481

Passcode: 60422

Please call me at 708-957-4101 or email me at sbugner@flossmoor.org if you have any questions.

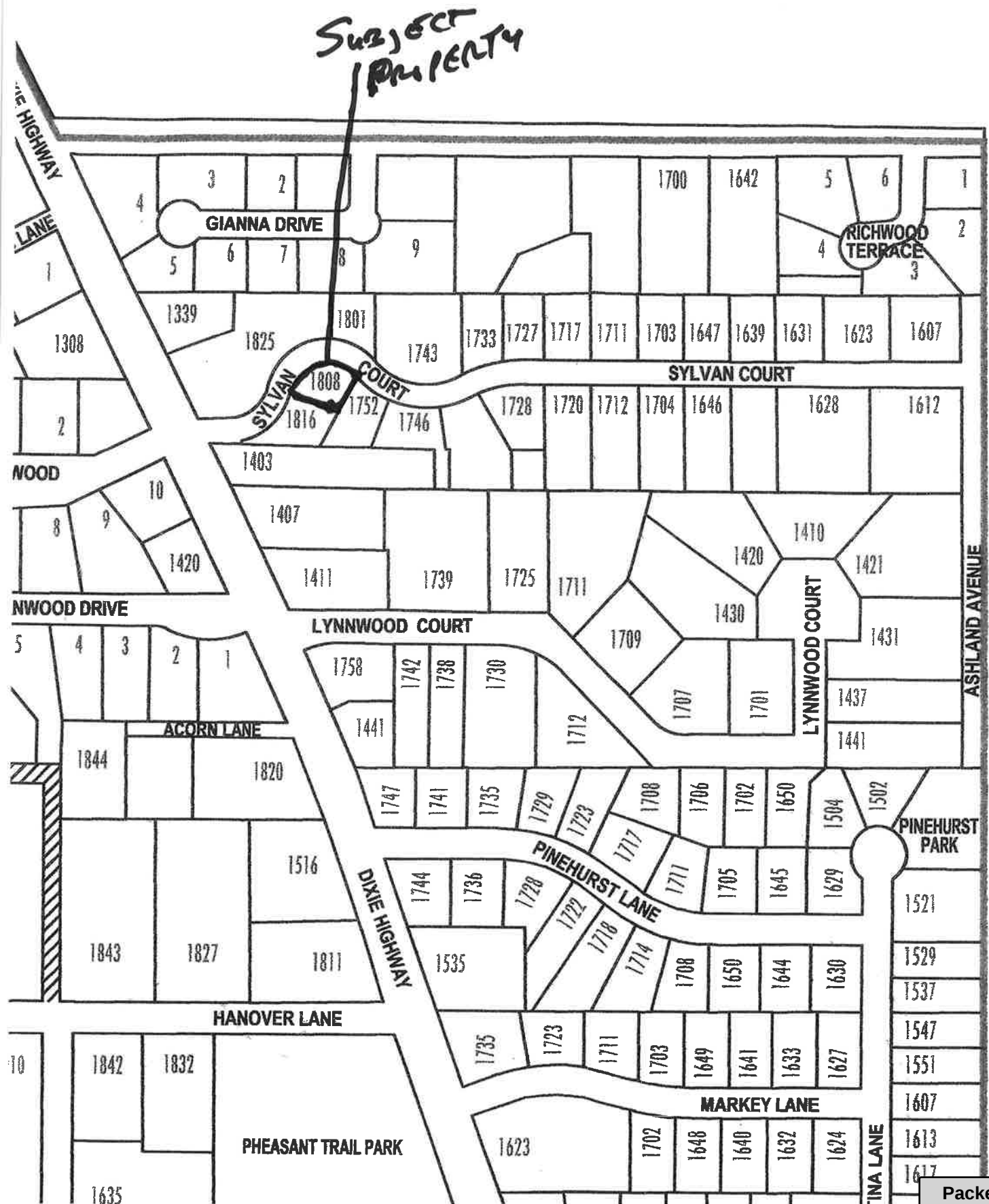
Sincerely,

Scott M. Bugner

Building and Zoning Administrator

SMB/jf

Attachment: 8 July 26 2022 - 1808 Sylvan Lane - RL (1808 Sylvan Court Variation - Fence)



ORDINANCE NO. _____

AN ORDINANCE GRANTING A VARIATION FROM THE REQUIREMENTS OF SECTION 285-21-1 F. (1) (a) [2] OF THE FLOSSMOOR ZONING ORDINANCE (1808 Sylvan Court)

WHEREAS, the Village of Flossmoor, Cook County, Illinois (the "*Village*") is a duly organized and validly existing non-home rule municipality created in accordance with the Constitution of the State of Illinois of 1970 and the laws of the State; and,

WHEREAS, pursuant to the Illinois Municipal Code (65 ILCS 5/11-13-5) the Mayor and Board of Trustees of the Village (the "*Corporate Authorities*") may provide for and allow variances to provide relief when strict compliance with the requirements of the Flossmoor Zoning Ordinance (the "*Zoning Ordinance*") presents a particular hardship; and,

WHEREAS, in accordance with the Zoning Ordinance, Morgan and Nexus Stewart (the "*Owners*") filed an application, which is attached hereto and made a part hereof as Exhibit "A" (the "*Application*"), for a variation from the requirements of Section 285-21-1 F. (1) (a) [2] of the Zoning Ordinance to permit a fence in a front and side yard at the property commonly known as 1808 Sylvan Court, Flossmoor, Illinois (the "*Subject Property*"), which Subject Property is legally described on Exhibit "B" attached hereto and made a part hereof; and,

WHEREAS, the Zoning Board of Appeals, after publishing notice, conducted a public hearing on the Application on July 26, 2022 and thereafter made its findings of fact and determination in writing that the variance requested meets the standards set forth in Section 285-26-7 C. of the Zoning Ordinance and recommended to the Corporate Authorities that it be granted, all as required by the Zoning Ordinance; and,

WHEREAS, the Corporate Authorities have received and considered the recommendation of the Zoning Board of Appeals.

NOW THEREFORE, BE IT ORDAINED by the Mayor and Board of Trustees of the Village of Flossmoor, Cook County, Illinois, as follows:

Section 1: That a variation from the requirements of Section 285-21-1 F. (1) (a) [2] of the Zoning Ordinance is hereby granted to permit a fence in accordance with the Application.

Section 2: That unless the Owner commences and completes construction in accordance with the building permit issued therefore within one year of the adoption of this Ordinance, this Ordinance shall be automatically repealed.

Section 3: That if any of the benefits conferred by the variation granted herein are abandoned or not utilized for any continuous period of one year, said variation shall, to the extent of such abandonment or nonuse, be deemed void.

Section 4: That this ordinance shall be in full force and effect from and after its adoption, approval, and publication in pamphlet form as provided by law.

Passed this ____ day of _____, 2022.

AYES: _____

NOES: _____

ABSENT: _____

ABSTAINED: _____

PASSED: _____

APPROVED: _____

PUBLISHED: _____

APPROVED:

Mayor

ATTEST:

Village Clerk

EXHIBIT "A"

VILLAGE OF FLOSSMOOR

Office of the Zoning Administrator

Application for Zoning Variance

This form shall be used to request any variation from the requirements of the Village's Zoning Ordinance. Applicants should read the application carefully before completing it. The completed application, any supporting documents/letters and the application fee should be returned to the Building Department at Village Hall. No request will be scheduled for a Public Hearing until a completed application, all required submittals and the application fee has been submitted to the Building Department.

PROPERTY INFORMATION

Address/Location of Property for which a Variance is being requested (Subject Property)

1808 Sylvan Ct Flossmoor IL 60422

Name of Applicant

Morgan + Nexus Stewart

Applicant's Mailing Address

1808 Sylvan Ct Flossmoor IL 60422

Home

(614) 397-6445

Applicant's Telephone Numbers

Work

(225) 315 2140

Applicant's interest in Subject Property (Owner, contract, purchaser, etc)

Owner

If the applicant is not the owner of the property please provide the following information:

Owner's Name

Owner's Address

Home ()

Applicant's Telephone Numbers

Work ()

PAID

JUL 05 2022

By

Attachment: Exhibit A (1808 Sylvan Court Variation - Fence - Ordinance)

A variance is permission to depart from the strict application of the requirements of the Village's Zoning Ordinance. Variances are granted only after a Public Hearing of the request is conducted by the Flossmoor Zoning Board of Appeals and passage of an ordinance by the Flossmoor Village Board. A variance only modifies the dimensional requirements of a specific zoning district and does not include the substitution of uses assigned to other zoning districts. For example, you cannot request a variance that would allow a retail store in a residential neighborhood.

For a variance to be granted the Zoning Board of Appeals must find, with the concurrence of the Village Board, that strict enforcement of the Zoning Ordinance, as it applied to a specific property, would create an undue hardship and/or present a practical difficulty. It is the obligation of the petitioner to demonstrate that a hardship and/or practical difficulty exists or will result if the variance is not granted. "Hardships", as defined in this procedure, do not include those that are self imposed or personal in nature.

Any grant of a variance must conform to the "Standards for Variations" as contained in Section 26-106.3 of the Flossmoor Zoning Ordinance. A copy of these standards is attached to this application form.

ALL APPLICANTS MUST ANSWER THE FOLLOWING QUESTIONS:

1. Please state the nature of the requested variance, giving distances and dimensions where appropriate if possible, attach site plans, drawings, and/or sketches illustrating the requested variance.

We are requesting an iron or vinyl fence from the side yard where our property line meets lot A; through the back where it is shared with lot C extended to the sidewalk + portion of side of our home.

* Please see drawing on survey in green

We have not sought a contractor and do not have a formal plan / quote.

2. What is the nature of the practical difficulty or hardship that would result if the requirements of the Zoning Ordinance are strictly applied to your property?

Our neighbor @ 1816 Sylvan St. suffers from a behavioral disorder. Despite not engaging she has outbursts of rage + often antagonizes our dog + family including our 4 year old. We have multiple police reports; however her advances are becoming increasingly more aggressive. With Flossmoor police + Mayor Nelson advisement we are seeking this variance to ensure our children (4 yrs old; soon newborn) + us can safely be in our yard without harassment or potential injury due to her actions. In the most recent event on 6/30/22; she stood directly on the property line unprovoked hurling threats of violence + screaming profanities at the pregnant homeowner. - police report # F2202728. In addition to this variance we have sought an order of protection - hearing...

3. Would other properties in your immediate neighborhood have similar characteristics and/or problems? If so, how many?

No, our neighbors in lot C which are adjacent to the problem neighbor in lot A have a fence.

4. What effect will the requested variance have on adjoining property and the neighborhood in general?

Little to no impact as it will largely be hidden by trees.

5. Within the last year have you applied for a similar variance for this property? If so please provide the date when you applied and the results of your request.

No


Applicant's Signature

7/1/2022
Date


Owner's Signature
(Applications must have property owner's signature)

7/1/2022
Date

DO NOT WRITE BELOW, FOR OFFICE USE ONLY.

DATE SUBMITTED: 7/1/22

FEE PAID: ✓ ~~Att~~ Inv. # 12611

REQUESTED HEARING DATE: 7/26/22

DATE PUBLISHED: 7/12/22

DATE RESIDENTS NOTIFIED: _____

Attachment: Exhibit A (1808 Sylvan Court Variation - Fence - Ordinance)

Word:ZBA:Application for Zoning Variance



www.exactaland.com | office: 773.305.4011

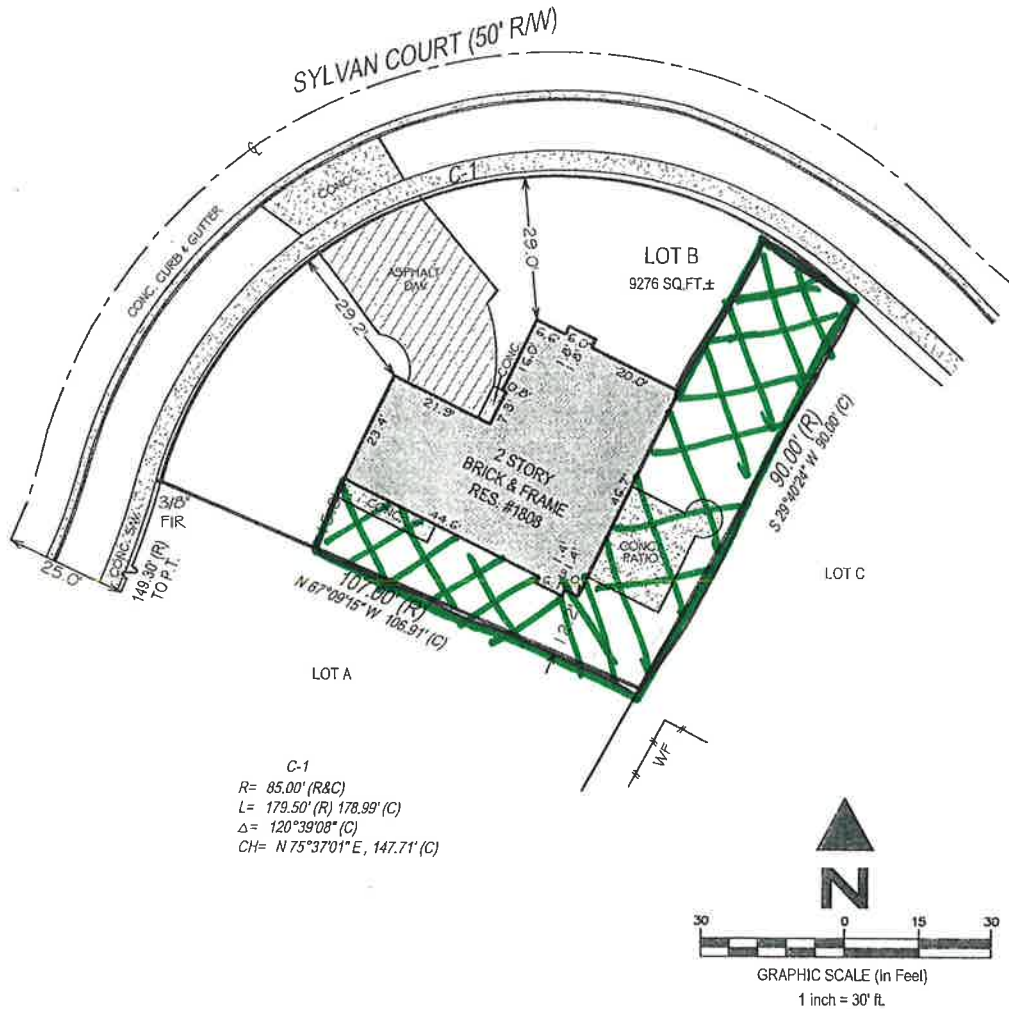


a

PROPERTY ADDRESS: 1808 SYLVAN CT, FLOSSMOOR, ILLINOIS 60422

SURVEY NUMBER: IL2104.2857

IL2104.2857
BOUNDARY SURVEY
COOK COUNTY



STATE OF ILLINOIS } SS
COUNTY OF GRUNDY }

THIS IS TO CERTIFY THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY. GIVEN UNDER MY HAND AND SEAL THIS DATE HEREON.

Kenneth Kennedy



ILLINOIS PROFESSIONAL LAND SURVEYOR No. 3403
LICENSE EXPIRES 11/30/2022
EXACTA LAND SURVEYORS, LLC
PROFESSIONAL DESIGN FIRM 184008059-0008

POINTS OF INTEREST:
NONE VISIBLE



Exacta Land Surveyors, LLC
PLS# 184008059
o: 773.305.4011
316 East Jackson Street | Morris, IL 60459



DATE OF SURVEY: 04/22/21
FIELD WORK DATE: 4/21/2021
REVISION DATE(S): (REV.1 4/23/2021) (REV.1 4/22/2021)

SEE PAGE 2 OF 2 FOR LEGAL DESCRIPTION
PAGE 1 OF 2 - NOT VALID WITHOUT ALL PAGES

1808
Sylvan

Attachment: Exhibit A (1808 Sylvan Court Variation - Fence - Ordinance)

EXHIBIT "B"

LEGAL DESCRIPTION:

LOT B IN O RUETER AND COMPANY'S SYLVAN COURT, A SUBDIVISION OF A TRACT OF LAND IN PART OF THE SOUTH $\frac{1}{2}$ OF THE NORTHEAST $\frac{1}{4}$ OF SECTION 7, TOWNSHIP 35 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS

Attachment: 1808 Sylvan EXHIBIT B (1808 Sylvan Court Variation - Fence - Ordinance)

TO: Bridget Wachtel, Village Manager
FROM: Scott Bugner, Building and Zoning Administrator
DATE: August 1, 2022
SUBJECT: Consideration of a Resolution of Support of Class 8 for
3950 Vollmer Road - Windy Property Investments



FLOSSMOOR

On July 18, 2022 the Board of Trustees were favorable of a Class 8 tax incentive for Windy Property Investments LLC who intend to invest in renovations to the currently vacant BP gas station, restaurant and car wash located at 3950 Vollmer Road and directed the Village Attorney to draft a resolution of support. Attached is said resolution for your consideration.

RESOLUTION # _____
A RESOLUTION OF THE VILLAGE OF FLOSSMOOR, RICH AND BLOOM TOWNSHIPS, COOK COUNTY, ILLINOIS, IN SUPPORT OF CLASS 8 (3950 Vollmer Road)

WHEREAS, the Village of Flossmoor, Cook County, Illinois (the “*Village*”) is a duly organized and validly existing non-home rule municipality created in accordance with the Constitution of the State of Illinois of 1970 and the laws of this State; and,

WHEREAS, Vollmer Road is a primary commercial thoroughfare within the Village; and,

WHEREAS, certain properties along Vollmer Road are vacant and in need of development, while other properties required revitalization, substantial rehabilitation or have been abandoned; and,

WHEREAS, the Windy Property Investments, LLC, an Illinois limited liability company, has acquired the property commonly known as 3950 Vollmer Road and is prepared to undertake a major renovation with the intent to renovate the abandoned gas station thereon with upgrades to five (5) gasoline pumps; the elimination of five (5) dispensing positions, the construction of a fast food restaurant within the gas station, improvements to the landscape (collectively, the “*Development*”) which will make a significant contribution to the development and revitalization goals of the Village with the construction of this Development ; and,

WHEREAS, the Mayor and Board of Trustees do find that for the Class 8 incentive, this Development is not economically viable and that major capital is needed to purchase the Subject Property and proceed with the Development thereby warranting the benefits of Class 8 tax relief; and,

WHEREAS, the Village of Flossmoor supports the Class 8 Eligibility Application to be filed with the Cook County Assessor for the Development at 3950 Vollmer Road and requests Class 8 tax relief.

NOW, THEREFORE, BE IT RESOLVED, by the Mayor and Board of Trustees of the Village of Flossmoor, Cook County, Illinois, as follows:

Section 1. The preambles above are incorporated herein; and further,

Section 2. The Village of Flossmoor supports and consents to the Application for Class 8 for the property located at 3950 Vollmer Road, Flossmoor, Illinois, identified as parcel number 31-11-403-018 to be filed with the Cook County Assessor’s Office.

Section 3. That this Resolution shall be in full force and effect from and after its passage and approval according to law.

AYES: _____

NOES: _____

ABSENT: _____

ABSTAINED: _____

PASSED: _____

APPROVED: _____

PUBLISHED: _____

APPROVED:

Mayor

ATTEST:

Village Clerk

TO: Bridget Wachtel, Village Manager
FROM: Scott Bugner, Building and Zoning Administrator
DATE: August 1, 2022
SUBJECT: Consideration of a Resolution to Approve an Agreement Between the Village of Flossmoor and Windy Property Investments, LLC - "Make Whole" Agreement



For your consideration is a Resolution that would approve an Agreement memorializing the obligation of Windy Property Investments, LLC to reimburse the Village on an annual basis for any reduction of its portion of real estate taxes as a result of the Class 8 at 3950 Vollmer Road. Attached is a copy of the proposed Agreement as drafted by the Village Attorney. Staff is requesting that this Resolution be adopted.

RESOLUTION # _____
**A RESOLUTION APPROVING AN AGREEMENT BY AND BETWEEN THE VILLAGE OF FLOSSMOOR,
COOK COUNTY, ILLINOIS AND WINDY PROPERTY INVESTMENTS, LLC**

WHEREAS, the Village of Flossmoor, Cook County, Illinois (the “*Village*”), is a duly organized and validly existing non-home rule municipality created in accordance with the Constitution of the State of Illinois of 1970 and the laws of the State; and,

WHEREAS, Windy Property Investments, LLC, an Illinois limited liability company (the “*Petitioner*”) is the owner of a certain property commonly known as 3950 Vollmer Road, Flossmoor, Illinois, identified by parcel no. 31-11-403-018 (the “*Subject Property*”) and is prepared to undertake a major renovation with the intent to renovate the abandoned gas station located thereon with upgrades to five (5) gasoline pumps, elimination of five (5) dispensing positions, construction of a fast food restaurant within the gas station and improvements to the landscape; and,

WHEREAS, the Petitioner has filed a petition seeking the Village’s endorsement of an application for a Class 8 Real Estate Tax Incentive for the Subject Property from Cook County and has advised the Village of its commitment to enter into a “make whole” agreement to reimburse the Village on an annual basis for any reduction of its portion of real estate taxes on the Subject Property; and,

WHEREAS, after review of the petition and consideration of the Petitioner’s “make whole” commitment, the Mayor and Board of Trustees believe it to be in the best interest of the Village to approve the Agreement attached hereto.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Board of Trustees of the Village of Flossmoor, Cook County, Illinois, as follows:

Section 1. That the Agreement by and between the Village of Flossmoor, Cook County, Illinois and Windy Property Investments, LLC, attached hereto and made a part hereof, is hereby approved, and the Mayor and Village Clerk are directed to execute and deliver said Agreement on behalf of the Village and undertake any and all actions as may be required to implement its terms.

Section 2. That this Resolution shall be in full force and effect from and after its passage and approval as provided by law.

Passed by the Mayor and Board of Trustees of the Village of Flossmoor, Cook County, Illinois this ____ day of _____, 2022.

AYES: _____

NOES: _____

ABSENT: _____

ABSTAINED: _____

PASSED: _____

APPROVED: _____

PUBLISHED: _____

APPROVED:

Mayor

ATTEST:

Village Clerk

**AGREEMENT BY AND BETWEEN THE VILLAGE OF FLOSSMOOR, COOK COUNTY,
ILLINOIS AND WINDY PROPERTY INVESTMENTS, LLC**

THIS AGREEMENT by and between the Village of Flossmoor, Cook County, Illinois, a municipal corporation (the “*Village*”) and Windy Property Investments, LLC, an Illinois limited liability company (the “*Petitioner*”), is dated this ____ day of _____, 2022.

WITNESSETH:

WHEREAS, the Village is a duly organized and validly existing non-home rule municipality created in accordance with the Constitution of the State of Illinois of 1970 and the laws of the State; and,

WHEREAS, the Petitioner is the owner of certain property commonly known as 3950 Vollmer Road, Flossmoor, Illinois and identified by parcel no. 31-11-403-018 (the “*Subject Property*”) and is prepared to undertake a major renovation to the abandoned gas station located thereon with upgrades to five (5) gasoline pumps, the elimination of five (5) dispensing positions, the construction of a fast food restaurant within the gas station and improvements to the landscape (collectively, the “*Development*”); and,

WHEREAS, the Petitioner has filed a petition seeking the Village’s endorsement of an application for the Class 8 Real Estate Tax Incentive (the “*Class 8 Designation*”) for the Subject Property, with the Cook County Assessor’s Office; and,

WHEREAS, Petitioner did present its petition to the Mayor and Board of Trustees of the Village (the “*Corporate Authorities*”) at the regular Meeting of July 18, 2022, which petition included a commitment by the Petitioner to execute a “make whole” agreement thereby agreeing to reimburse the Village on an annual basis for the reduction of its portion of real estate taxes on the Subject Property as a result of a Class 8 Designation; and,

Attachment: windy property make whole agreement (Windy Property Investment Make Whole Resolution - Resolution)

WHEREAS, the Corporate Authorities have duly considered the petition and the Petitioner's commitment to reimburse the Village in an amount equal to the reduction in real estate taxes which would have otherwise been paid to the Village had the Class 8 designation not been granted and find it to be in the best interests of the Village to proceed as hereinafter provided.

NOW THEREFORE, IT IS HEREBY AGREED by the parties hereto as follows:

Section 1: The preambles hereinabove set forth are incorporated herein as if fully restated.

Section 2: The Village hereby agrees to support and consent to the Petitioner's application for a Cook County Class 8 Real Estate Tax Incentive on the condition that the Petitioner agrees to reimburse the Village for any loss in real estate taxes suffered by it as a result of the Class 8 Designation as provided in Section 3 below.

Section 3. The Petitioner hereby covenants and agrees to annually reimburse the Village for any reduction of its portion of the real estate taxes on the Subject Property by reason of the granting by Cook County of a Class 8 Designation for the Subject Property and the portion of all other funds on behalf of which the Village collects or receives real estate taxes (the "*Reduction*").

Section 4. The Petitioner and the Village agree that the amount of the Reduction shall be paid to the Village within thirty (30) days of receipt of the second installment real estate tax bill for the Subject Property.

Section 5. All notices and other communications in connection with this Agreement shall be deemed to have been delivered to the addressee thereof if delivered by email when confirmed

in writing by persona service or deposited in any branch of the United States post office at the following addresses:

Village of Flossmoor
2300 Flossmoor Road
Flossmoor, Illinois 60422
Bridget Wachtel, Village Manager
708.798.2300

Windy Property Investments, LLC
Attn: Bassam Hussein
6029 Marshall Avenue
Chicago Ridge, Illinois 60415

Section 6. This Agreement shall commence upon its execution and terminate after the Reduction for the final year of the Class 8 Designation has been paid to the Village.

Section 7. This Agreement may be executed in counterparts, each of which shall be deemed an original but all of which shall constitute the same instrument.

IN WITNESS WHEREOF, the Parties hereto have executed this License Agreement on the day and year first above written.

Village of Flossmoor, Cook County, an Illinois
municipal corporation

Mayor

Attest:

Village Clerk

Windy Property Investments, LLC, an Illinois
Limited Liability Company

Attachment: windy property make whole agreement (Windy Property Investment Make Whole Resolution - Resolution)

TO: Bridget Wachtel, Village Manager
FROM: John Brunke, Public Works Director
DATE: August 1, 2022
SUBJECT: Consideration of a Resolution Approving a Local Road
Safety Plan by Chicago Metropolitan Agency for
Planning and Jacobs Engineering Group



At the June 20, 2022 Village Board meeting, Jacobs Engineering and CMAP presented the draft Local Road Safety Plan that was prepared for the Village. Following the meeting, Staff reviewed the draft document and provided comments. Jacobs Engineering addressed the comments and revised the document that is now ready for consideration of approval by the Village Board.

As a reminder, this Local Road Safety Plan (LRSP) is meant to act as a preliminary guidance tool or planning document and is not a commitment to acting on suggested countermeasures or implementing policies that are shared within the LRSP. With the adoption of this plan, staff and the engineers will further prioritize the priority areas identified, further study these areas and then plan for funding which will likely be grant contingent. Attached is the final version of the LRSP for your review and consideration.

With the above information in mind, Staff recommends that the Mayor and Village Board of Trustees approve the attached Local Road Safety Plan by resolution.

RESOLUTION # _____
**A RESOLUTION OF THE VILLAGE OF FLOSSMOOR, COOK COUNTY, ILLINOIS, APPROVING A
LOCAL ROAD SAFETY PLAN**

WHEREAS, the Village of Flossmoor, Cook County, Illinois (the “*Village*”) is a duly organized and validly existing non-home rule municipality created in accordance with the Constitution of the State of Illinois of 1970 and the laws of the State; and,

WHEREAS, the Mayor and Board of Trustees believed it was in the best interests of all Village residents to take a proactive approach to identify, analyze and prioritize improvements to Village roadways in order to reduce the frequency and severity of crashes; and,

WHEREAS, the Village applied for and received a grant from the Chicago Metropolitan Agency for Planning (CMAP) to develop a local road safety plan using historical safety performance data and insights of residents who walk, bike and drive in the Village daily; and,

WHEREAS, the Village has partnered with CMAP and Jacobs Engineering to develop a local road safety plan in order to minimize crash-related injuries and save lives which plan has been completed and reviewed by the Mayor and Board of Trustees and is now presented to them for approval as hereinafter provided.

NOW THEREFORE, BE IT RESOLVED by the Mayor and Board of Trustees of the Village of Flossmoor, Cook County, Illinois, as follows:

Section 1: That all of the recitals set forth above are incorporated herein as if fully restated in this Section 1.

Section 2: That the Mayor and Board of Trustees have reviewed the Local Road Safety Plan, dated June, 2022 (“LRSP”), in the form attached hereto and made a part hereof, and hereby approve said LRSP and direct Village staff to use its best efforts to implement said

plan.

Section 3: That this Resolution shall be in full force and effect upon its passage by the Board of Trustees of the Village and approval as provided by law.

Passed this _____ day of _____, 2022.

AYES: _____

NOES: _____

ABSENT: _____

ABSTAINED: _____

PASSED: _____

APPROVED: _____

PUBLISHED: _____

APPROVED:

Mayor

ATTEST:

Village Clerk

Village of Flossmoor: Local Road Safety Plan

June 2022

PREPARED FOR:
Chicago Metropolitan Agency for Planning (CMAP) and Village of
Flossmoor



FLOSSMOOR

Welcoming. Beautiful. Connected.

Jacobs

Executive Summary

Project Overview

The Village of Flossmoor partnered with the Chicago Metropolitan Agency for Planning (CMAP) and Jacobs Engineering to develop a Local Road Safety Plan (LRSP). A LRSP takes a proactive approach to identifying, analyzing, and prioritizing roadway safety improvements. The plan is tailored to local issues identified through historical safety performance data, insights of the residents who walk, bike, and drive in the village daily, and its steering committee comprised of residents, village staff, and regional government representatives. LRSPs are intended to act as a preliminary guidance tool or planning document and are not commitments to acting on suggested countermeasures or implementing policies that are shared within the LRSP. The major items that LRSPs highlight are identifying, analyzing, and prioritizing potential roadway improvements that aid in reducing the frequency and severity of crashes on public roadways. However, the prioritized countermeasures and/or policies that are proposed to the local owner are all dependent upon the needs of the owners, their available funding resources, and the feedback obtained in outreach and engagement activities. For these reasons, this LRSP should be considered another tool in the toolbelt for the local agency to reduce roadway fatalities and severe crashes.

The focus of the LRSP is higher-severity crashes, such as fatal and injury (F+I) crashes. This prioritizes treatments that can save more lives and minimize crash-related injuries, while also striving to minimize crashes that only result in property damage. Figure ES-1 provides a map of crashes by severity that occurred on roadways in the Village between 2015 and 2019 (the most recent crash data when the project started).

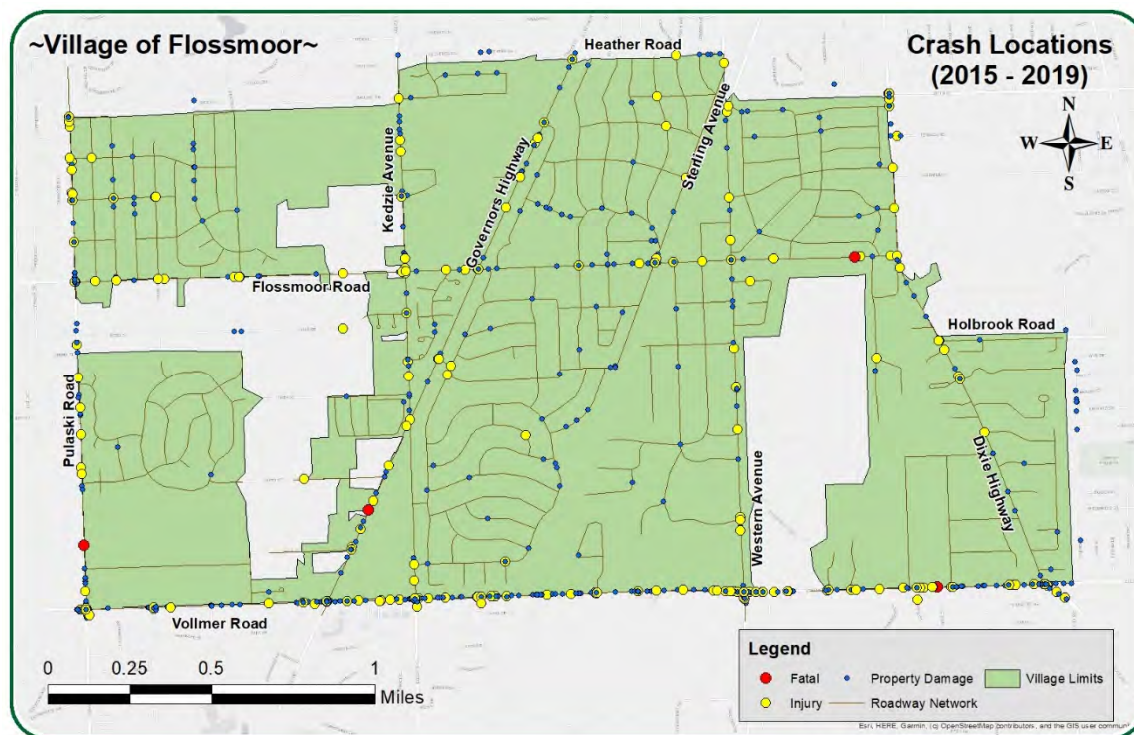


Figure ES-1. Village of Flossmoor Crash Locations

Village of Flossmoor: Local Road Safety Plan

Between 2015 and 2019, 1,333 total motor vehicle crashes occurred within the Village of Flossmoor.

- Five fatalities resulted from four crashes.
- Three fatal crashes occurred with clear weather conditions, and one occurred during rain.
- One fatal crash involved a turning vehicle, and three involved vehicles striking a fixed object.
- Three fatal crashes involved dark lighting conditions and one with daylight conditions.
- One of the five fatalities involved drug impairment.
- 369 crashes resulted in at least one person involved in the crash obtaining some type of injury.
- Nine pedestrian or bicycle crashes, eight resulted in injuries, three serious injuries.
- The top two causes for injury crashes – failing to yield right of way and failing to reduce speed to avoid crash.

The long-term goal of the LRSP is to eliminate traffic fatalities in the Village of Flossmoor and make the roadways safer for all users. This goal aligns with CMAP's ON TO 2050 goal to eliminate traffic fatalities in the region by 2050.

This plan goes beyond the typical local road safety plan in that it evaluates all roads in the village regardless of roadway jurisdiction. Most roadway miles are under local jurisdiction (41.6 miles), followed by county jurisdiction (6.8 miles) and state jurisdiction (6.3 miles). By including all roadways in the village, this plan provides the public and village staff a holistic view of roadway safety in the Village of Flossmoor. This will allow the village staff to approach and work with Illinois Department of Transportation (IDOT) and Cook County Department of Transportation and Highways (DoTH) to improve the safety on roadways under their jurisdiction in the Village.

Plan Development

This LRSP is built upon the previous activities and steps outlined in Figure ES-2 below. It is informed by two previous deliverables, the [Existing Conditions Report \(ECR\)](#) and the [Countermeasures and Policy Recommendations Memorandum \(CPRM\)](#), which received support from the steering committee. This Local Road Safety Plan, the final deliverable of the project, was created to detail plan objectives, identify the most suitable transportation improvements for priority locations in the community, and provide implementation steps, process timelines, and funding guidance.

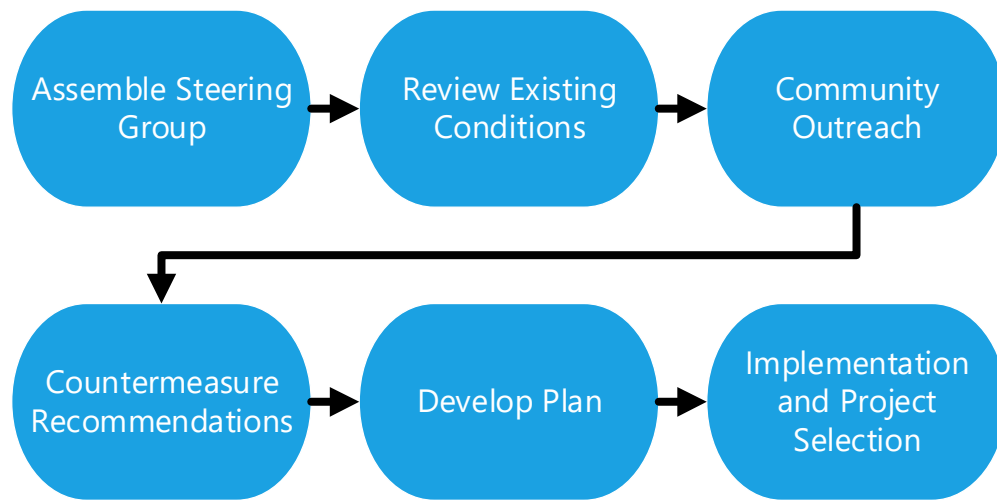


Figure ES-2. Local Road Safety Planning Flowchart

Existing Conditions

Figure ES-3 presents an analysis of the distribution of total as well as F+I crashes by crash type. This figure illustrates several key features of the Village of Flossmoor's traffic safety performance profile. First, the majority of F+I crashes within the village are crash types commonly associated with intersections (e.g., rear-end, turning, and angle). Although rear-end crashes are generally relatively lower in severity than

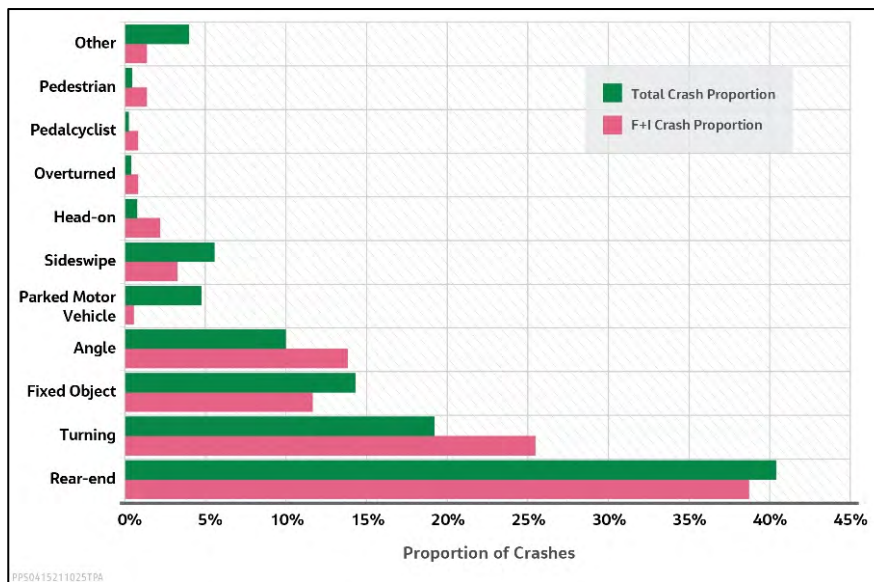


Figure ES-3. Crash Type Distribution

some other prominent crash types, they also represent a large proportion of all severe crashes. These insights together indicate safety concerns related to congestion on high-speed roadways and intersections where the potential for severe rear-end crashes is elevated.

Like rear-end crashes, angle and turning-related crashes represent a large proportion of severe crashes. These crashes might commonly be addressed through thorough reviews of intersection geometry and signal timing.

These treatments can be used to identify and address instances where turning motorists may not be able to adequately identify gaps in opposing traffic, intersection dilemma zones where there is an elevated chance for red-light running, and similar infrastructure-related cases. Similarly, using targeted enforcement or other policy-related means, improved intersection compliance may be achieved.

Though crashes involving vulnerable road users (e.g., pedestrians and pedal cyclists) represent only a small proportion of total crashes, these crash types have a strong tendency to be severe, resulting in significant injury. Within the 5-year study period, there were three pedestrian and three bicycle-related crashes. None of these incidents resulted in a fatality; however, all three pedestrian crashes were incapacitating severities, and all three bicycle-related crashes resulted in non-incapacitating injuries. Though no fatalities have been reported in these crashes during the study period, the potential for such incidents remains, making it a strong priority for consideration within the LRSP. These types of crashes are commonly addressed through improvements to intersection and mid-block crossing facilities, installation of bike lanes and advanced pavement markings, and speed management through traffic calming, enforcement, and lower speed limits.

Community input was collected throughout the project with four outreach activities, two in-person events (National Night Out and Flossmoor Fest) and two virtual activities (online survey and online interactive map). This outreach resulted in nearly 500 unique comments and survey responses that reflect the insights and priorities of Flossmoor residents. Figure ES-4 presents the number of comments received by general safety topic. Public feedback relating to pedestrian and bicyclist safety accounted for 190 comments followed by 163 comments related to intersections. Speeding issues and young drivers related comments accounted for 152 and 97 comments, respectively.

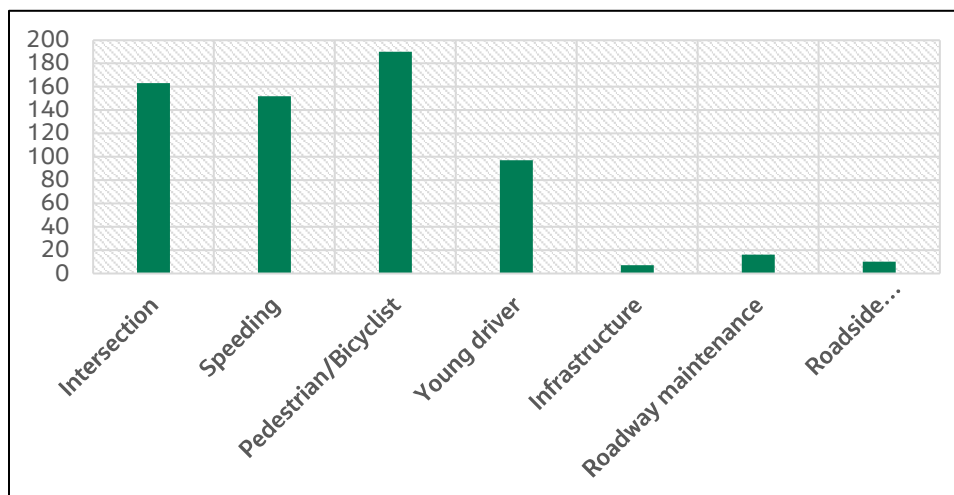


Figure ES-4. Public Comment Categories

Emphasis areas were identified to focus the direction of the Flossmoor LRSP. Emphasis areas are defined categories of crashes, roadway user behaviors, or infrastructure improvements that represent a unique need within a study area and should be specifically targeted to produce the greatest safety impact. They are typically selected based on patterns in crash data, local policies, and community need, and are intended to guide and unify strategic planners and stakeholders toward the goal of eliminating traffic related fatalities.

Based on the crash data analysis and comments received through outreach efforts, the following emphasis areas are highlighted for the Village of Flossmoor as a starting place for the LRSP:

- Pedestrians and Bicyclists
- Speed Management
- Young Drivers
- Intersections

Policy and Planning Recommendations

The LRSP process identified several policy and planning recommendations the village should pursue in the near term. These recommendations align with the emphasis areas discussed above. These strategies focus on speed management, pedestrians, bicyclists and improving driver behavior and compliance through non-infrastructure means.

The policy recommendations that focus on speed management include targeted traffic enforcement around schools and a school zone signing review. Aggressive driving in the near village schools was a concern among residents and steering committee members. In addition, the Flossmoor Police Department performed a study that found inconsistent signage was being used to warn motorists about the presence of the school, including some with inconsistent designs, and recommended replacing these signs with consistent, modern high-visibility alternatives. School zone signage should be consistent throughout the village and is absent around the Homewood-Flossmoor High School along Governors Highway.

Other policy recommendations are centered around young drivers and education. The village can engage young road users through social media to promote safe driving behaviors and traffic safety culture. Social media can also help connect with young people's parents and families indirectly, spreading important messages promoting road safety through social channels. Partnering with the school district to develop a Safe Routes to Schools program and expanding education on pedestrian and bicycle safety are also recommended.

The planning recommendations are focused on bicyclists and pedestrians. Pedestrian and bicyclist safety was the top concern for residents and the steering committee members. By developing a bicycle plan, the village will have a long-term plan for improved bicycle connectivity and safety in the village and surrounding areas. The pedestrian safety and accessibility plan will provide the village with a comprehensive vision for the future of its pedestrian accommodations.

Furthermore, the LRSP recommends the Village implement a Complete Streets plan that adheres to the Complete Streets policy that was adopted by the Village Board on March 16, 2020. Complete Streets are designs to reorient roadway spaces to better serve the surrounding community instead of operating purely as a facility to serve motor vehicle through traffic. Complete Streets seek to promote non-motorized transportation modes and achieve zero traffic fatalities.

Village of Flossmoor: Local Road Safety Plan

Priority Locations

Priority locations to implement safety related infrastructure improvements were identified through a data-driven process that evaluated the crash history and community input at intersections and roadway segments throughout the village. The LRSP identified the top 3 intersections and roadway segments for each roadway jurisdiction (state, county, and local). Figure ES-5 shows all nine priority roadway segments and all nine priority intersections.

Segments

Approximately 58 miles of public roadways were reviewed during analysis, which includes state, county, and local jurisdictions. It is recommended that the village prioritize roadway segment related projects based on breadth of impact and feasibility, focusing first on projects along major routes, followed by lower volume roads. This approach will positively impact the most people through the initial stages of implementation.

When observing the speed limit along the prioritized segments, nearly 70% of the project miles were assigned to segments which have a posted speed limit of 40 miles per hour or less. This aligns to many comments by community members that frequently expressed concern about speeding and aggressive driving on roads that typically serve residential and commercial areas rather than higher-speed corridors. Table ES-5 is ordered based on the jurisdiction, then priority ranking for each of the top nine segment locations.

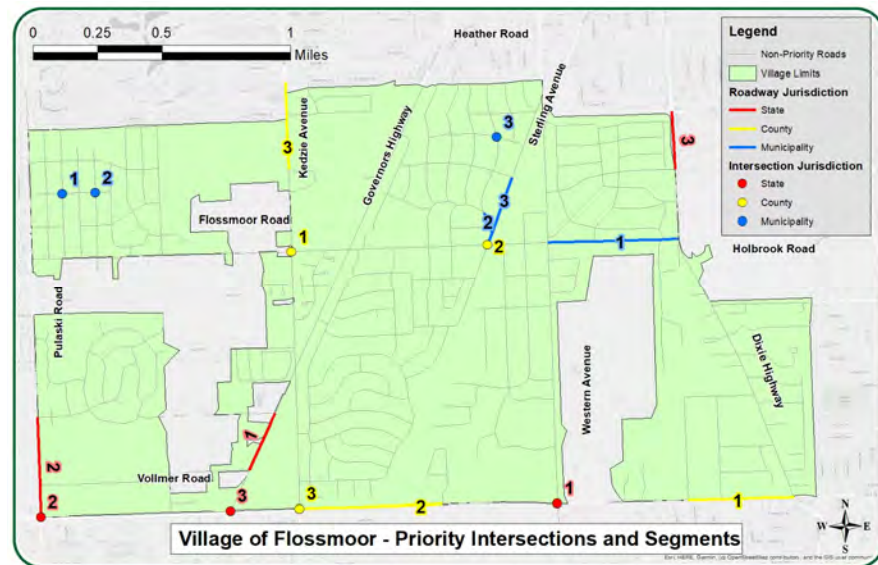


Figure ES-5. Priority Intersection and Segment Locations

Table ES-1. Priority Segments

Priority Rank	Street Name	Limit 1	Limit 2	Length (miles)	Jurisdiction	Crash Severity (2015-2019)				Public Comments	Emphasis Area(s)
						Fatal	Serious Injury	Injury	Property Damage Only		
1	Governors Highway	West 198th Street	196 th Street	0.24	State	1	0	3	5	0	Speed Management
2	Crawford Avenue	Vollmer Road	Ballantrae Way	0.39	State	1	0	0	6	0	Pedestrian & Bicyclists
3	Dixie Highway	West 187th Street	Vardon Lane	0.23	State	0	0	6	12	1	Intersections & Speed Management
1	Vollmer Road	Dixie Highway	Cambridge Avenue	0.42	County	1	1	11	20	1	Speed Management
2	Vollmer Road	Kedzie Avenue	Oak Lane Road	0.56	County	0	2	13	66	2	Pedestrians & Bicyclists, Speed Management, Heavy Vehicles
3	Kedzie Avenue	Viking Drive	186th Street	0.34	County	0	2	0	6	2	Pedestrians & Bicyclists, Young Road Users, Speed Management
1	Flossmoor Road	Dixie Highway	Western Avenue	0.51	Municipality	1	0	2	0	7	Pedestrians & Bicyclists, Speed Management
2	Park Drive	Sterling Avenue	Argyle Avenue	0.08	Municipality	0	0	0	1	6	Pedestrians & Bicyclists, Intersections
3	Sterling Avenue	Flossmoor Road	Wallace Drive	0.28	Municipality	0	0	1	2	14	Pedestrians and Bicyclists

Village of Flossmoor:
Local Road Safety Plan

Intersections

It is recommended that the village prioritize intersection related projects which exhibit the greatest opportunity for improvement, featuring multiple countermeasure recommendations. Treatment of these locations will be expected to have the greatest impact, addressing multiple safety issues and resident concerns within a single project. All three of the state intersections are signalized. The prioritized county intersections consist of two signalized and one all-way stop controlled intersections, while all three local intersections are uncontrolled or lack a traffic control device. Table ES-2 is ordered based on the jurisdiction and then prioritized for each of the top nine intersection locations.

Table ES-2 Priority Intersections

Priority Rank	Street Name 1	Street Name 2	Jurisdiction	Total Entering Vehicles	Crash Severity (2015-2019)				Public Comments	Emphasis Area(s)
					Fatal	Serious Injury	Injury	Property Damage Only		
1	Western Avenue	Vollmer Road	State	27,900	0	2	38	127	6	<i>Pedestrians & Bicyclists, Intersections</i>
2	Crawford Road	Vollmer Road	State	33,150	0	4	30	80	0	<i>Intersections</i>
3	Governor's Highway	Vollmer Road	State	29,650	0	2	20	42	0	<i>Intersections</i>
1	Flossmoor Road	Kedzie Avenue	County	21,400	0	3	17	20	3	<i>Pedestrians & Bicyclists, Intersections</i>
2	Flossmoor Road	Sterling Avenue	County	8,300	0	0	4	9	11	<i>Pedestrians & Bicyclists, Intersections</i>
3	Vollmer Road	Kedzie Avenue	County	27,650	0	0	14	48	0	<i>Pedestrians & Bicyclists, Intersections</i>
1	189th Street	Springfield Avenue	Municipality	NA	0	0	2	4	0	<i>Pedestrians & Bicyclists, Intersections</i>
2	189th Street	Hamlin Avenue	Municipality	NA	0	0	3	0	0	<i>Pedestrians & Bicyclists</i>
3	Argyle Avenue	Gordon Drive	Municipality	NA	0	0	1	2	2	<i>Pedestrians & Bicyclists, Speed Management</i>

Forward Thinking

LRSPs and their supporting materials are intended to be a continually available reference tool for Village of Flossmoor staff and residents. The LRSP and its associated documents should be considered and referenced for guidance on all roadway projects. When the time comes for updating the LRSP, it should be an opportunity for evaluation. Consider which aspects of the LRSP and its supporting documents were and were not useful and let those answers guide the update. This allows the next version to advance the continual improvement of the village transportation system's needs.

Additionally, it is recommended that the village create a traffic safety working group that tracks the safety performance of the roadways. This group should be like the steering committee with representation from the different village departments and community stakeholders. The group should monitor the progress implementing the LRSP recommendations and be a forum where traffic safety issues that arise are discussed. This group would be responsible for the continued monitoring of locations where improvements are made, appropriately evaluating safety performance, and ensuring that the most current roadway condition and performance information is readily available for future use.

In the coming years, metrics should be tracked to determine the effectiveness of this plan and its execution. Helpful metrics that should be tracked include:

- **Crash data.** Track the frequency, severity, and type of crashes that occur after implementation of each project to determine effectiveness and to inform future use of such countermeasures.
- **Pedestrian and Bicycle Activity.** Keep an eye on active transportation modes and track how the installation of pedestrian- and bicycle-oriented facilities impact how community members travel. Increases in safe use of active modes indicates a great value for the community. Additionally, measuring bicycle ridership along certain routes within the Village where improvements are implemented is one way measure impact.
- **Community Sentiment.** As safety improves, often community sentiment will as well - which can be gathered via public online surveys. As drivers and other road users feel safer in their daily lives, this can provide a host of impactful community benefits.
- **Finances.** Avoiding crashes and saving residents from the health and financial impacts of roadway crashes can also produce financial benefits for the whole Village by minimizing the impacts of safety issues on local businesses, reducing the strain and cost of emergency services, and more. A different financial metric that can be tracked would be the success of securing grants or funds that are dedicated to improving roadway safety. In many cases, these opportunities provide 90% of the cost of the project with a 10% local match and are a great avenue to secure funding for safety-focused improvements.

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1. Introduction

1.1 Project Overview

To improve its transportation infrastructure and the quality of life for its residents, the Village of Flossmoor has developed a comprehensive Local Road Safety Plan in partnership with the Chicago Metropolitan Agency for Planning (CMAP). The overall goal of this plan was to foster collaboration with residents and local stakeholders to identify and equitably address the Village's most pressing traffic safety concerns and expand safe mobility—for all road users.

Local Road Safety Plans take a proactive approach to understand and address unmet traffic safety needs of residents. As communities grow and evolve, so do their transportation facilities and movement patterns, and so must their plans to achieve safe operations. This plan identifies practical goals for the Village's roadway facilities, as well as holistic strategies for achieving those goals, based upon contemporary traffic safety research, historical safety performance data, and the invaluable insights of the residents who drive, walk, and bike on these facilities every day.



Figure 1-1. A view of Flossmoor's central business district

1.2 Document Purpose

This Local Road Safety Plan (LRSP) is built upon the previous activities and steps outlined in Figure 1-2 below. It is informed by two previous deliverables, the Existing Conditions Report (ECR) and the Countermeasures and Policy Recommendations Memorandum (CPRM), which received support from the steering committee. This Local Road Safety Plan, the final deliverable of the project, was created to detail plan objectives, identify the most suitable transportation improvements for priority locations in the community, and provide implementation steps, process timelines, and funding guidance.

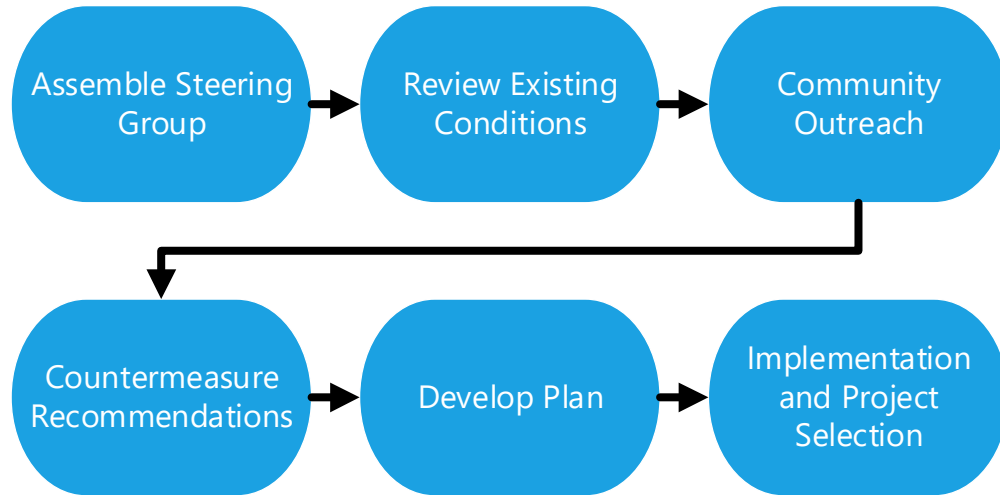


Figure 1-2. Local Road Safety Planning Flowchart

2. Pursuing Safety

2.1 A “Safe System” Approach

The “Safe System” approach to traffic safety is human-centered, focusing on creating an environment that anticipates and accommodates human error through robust transportation infrastructure and policies. In other words, a Safe System acts as a safety net for all road users, even in the face of mistakes or misjudgments, reducing opportunities for crashes to occur and minimizing the severity of crashes that do occur. This approach also recognizes the value of pursuing change in the behavior of road users through enforcement, education, and policy, viewing them as opportunities to further improve the safety of an already safe and forgiving roadway system.

The use of a Safe System approach is especially helpful when patterns of distracted or aggressive driving have been identified, as is the case in Flossmoor. While these behaviors cannot directly be influenced by roadway design features, their harm can be mitigated through a comprehensive, forward-looking, and safety-oriented design. Similarly, at locations that feature higher volumes of pedestrian and bicycle traffic—such as Flossmoor’s local schools, Metra station, and central business district—additional design considerations are essential to ensure that these non-motorized road users are protected without sacrificing connectivity or convenience.

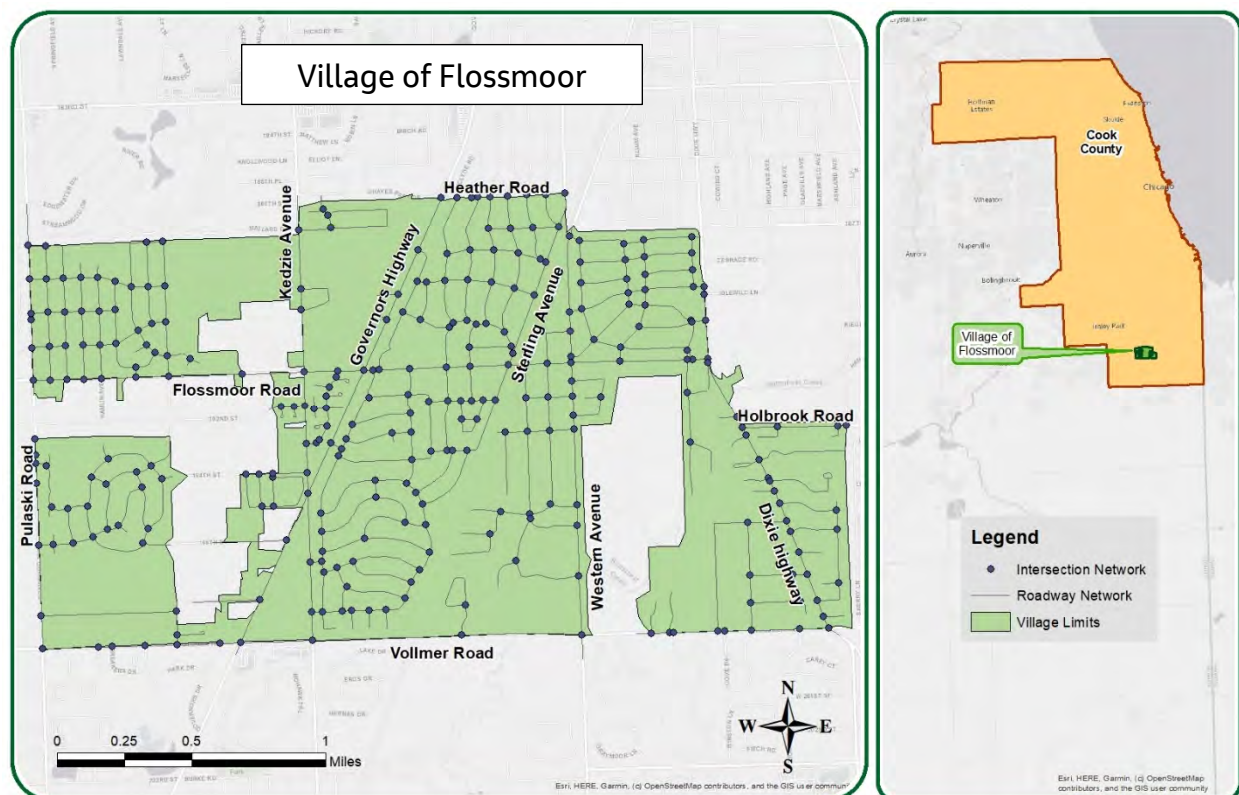


Figure 2-1. Village of Flossmoor location map and roadway network

2.2 A Comprehensive Strategy

While roadway design and infrastructure improvements are a central part of any traffic safety program, they must be complemented with similarly innovative and data-driven behavioral and cultural strategies. In studies of traffic safety, it is common to highlight five groups of major players using the "5 E's": engineers, educators, enforcement officers, emergency service providers, and everyone else.

2.2.1 Engineers



Responsible for the design and maintenance of transportation facilities, engineers at the local, regional, and state level play a crucial role in the pursuit of traffic safety. Using modern, data-driven best practices and design standards, engineers can create roads that prioritize safety and minimize severe traffic crashes. Through research-driven analyses, they can optimize the use of limited available funds to update existing facilities to achieve infrastructure improvements that can save lives and create a more walkable, reliable, and safe system.

2.2.2 Educators



Educators at all levels can help shape our community's drivers through safety-informed curricula and influential programming for students. By collaborating with educators and community leaders, the Local Road Safety Plan team can connect with younger road users to establish a stronger road safety culture that can produce long-term impacts. This can include awareness campaigns within schools, advancements in new driver education programs, safe school routes planning, and more.

2.2.3 Enforcement Officers



Local and state police play an important role in traffic safety by enforcing laws designed to keep road users safe. They can act as a deterrent, responding to patterns of unsafe driving behaviors such as speeding, running red lights, drunk driving, and more, producing long-term results when deployed effectively. Partnerships with enforcement agencies can also provide great value to safety planning by tapping the unique insights of officers regarding their community's roads and safety needs as well as historical patterns of unsafe driver behaviors.

2.2.4 Emergency Service Providers



Emergency response and medical professionals are other key players in the pursuit of traffic safety. Though their role looks very different from the others, their capacity to respond quickly and effectively when needed to traffic crashes can save lives, and margins of a few minutes can be the difference between a severe injury and a fatality. For this reason, emergency medical responders have a critical role in the development of an effective, comprehensive road safety plan. Partnerships can produce a greater understanding of the needs of responders to react quickly to incidents, what types of injuries may be the most crucial to address through infrastructure improvements, and more.

2.2.5 Everyone Else



A catch-all for all community members who may be able to improve safety for themselves and those within their spheres of influence, this group may be the greatest resource available to a road safety team. This group knows the community's roads, the shortcomings of their infrastructure, the needs of themselves and their neighbors, and more. They have the capacity to transmit messages and raise awareness, provide impetus to active programs, and represent the unique needs of their communities. Partnerships may involve local interest groups such as biking clubs and parent groups, institutions such as churches, community centers, and business groups, and more, involving all aspects of a community in the pursuit of safer roads.

2.3 Emphasis Areas

"Emphasis areas" are used in traffic safety analysis to better understand the unique needs of a study area. Each emphasis area is defined based on patterns of crashes, patterns of driver behaviors associated with crashes, or patterns of environments associated with crashes. They help analysts and community stakeholders improve safety by targeting individual emphasis areas with practical strategies and countermeasures that are specifically designed to address the needs of those emphasis areas. For example, if an emphasis area of Speed Management is identified, a community could target it with countermeasures such as traffic calming or increased enforcement at critical speeding locations.

The four emphasis areas described below were chosen specifically for the Village of Flossmoor, based on the unique safety performance of the Village's roadway network. This included a comprehensive crash analysis performed during preparation of the Existing Conditions Report, priorities expressed by the plan steering committee and project team, and extensive input from the community. Countermeasure and policy recommendations that specifically target these identified emphasis areas are offered later in the plan.

Emphasis areas were also identified based on comments and feedback from residents and steering committee members. In some instances, crash data may show a pattern of property damage only crashes. If this is the case, it is likely that many near-miss instances also occur and these near-miss instances do not appear in the crash data. This is where comments from Flossmoor's roadway users help guide which emphasis areas are prioritized. Through this approach, crash data and public input are blended together to arrive at the four emphasis areas described in the next section.

What is an emphasis area?

Emphasis Areas are general topics of concern that we believe can be addressed with practical strategies and projects. They are determined based on patterns in historic crash data as well as community input. Emphasis Areas help us to answer questions like "Who is experiencing safety concerns?" "What do residents feel as they travel the village?" and "How can we make this better?"

Who, what, how?

2.3.1 Flossmoor Emphasis Area: Pedestrians and Bicyclists

Goals: *Make Flossmoor safer and more comfortable for pedestrians and bicyclists*
Eliminate bicycle and pedestrian injury crashes



Fatalities of vulnerable road users are on the rise across the United States. Many communities are exploring how they can become more pedestrian- and bike-friendly through safer infrastructure, increased connectivity, and the elevation of “active” transportation as an essential form of movement. Flossmoor residents want better and safer pedestrian and bicycle connections between the Village’s neighborhoods as well as between destinations such as downtown and schools. By focusing on locations in Flossmoor with a history of vulnerable road-user crashes, as well as those that do not have a crash history but exhibit risk factors, this plan seeks to directly curb this safety issue.

65%

of resident comments mentioned pedestrians or bikes

Community comments:

- “Most families end up driving due to the lack of crosswalk”
- “Crossing the street to go Flossmoor park or downtown, there should be a stop sign or better signage for pedestrians to be able to cross safely and not have to worry about their safety”
- “My family was nearly struck by a careless motorist at this intersection while crossing the street. I have seen this happen consistently to other families...as this is a major crossing point between a school and residential area”

2.3.2 Flossmoor Emphasis Area: Speed Management

Goals: *Decrease the frequency of speeding drivers*
Reduce the severity of speed-related crashes

#1

Most survey respondents indicated speeding as their top concern

Most severe crashes involve elevated vehicle speed. With an increase in driving speed, there is a similar increase in the severity of any potential crash, especially when vulnerable road users are involved. Speeding was identified as a key concern by residents, particularly on Flossmoor Road and larger volume streets that border the Village and its schools. Speed reductions can be achieved through infrastructure

modifications such as narrowing lane widths or traffic-calming measures that use horizontal deflection (such as chicanes) or vertical deflection (such as speed humps) to help guide motorists toward safer speeds that correspond with the adjacent environment. Policy and enforcement treatments can also be considered, based on identified needs, community input, and research-based assessment of existing facilities. Due to new traffic patterns and driving behaviors resulting from the COVID-19 pandemic—including reduced traffic volumes and increased driving speeds in some areas—this issue is more pertinent than ever.



Community comments:

- "The speed of traffic in front of Leavitt Park is too fast. Each and every day we see a near miss/potentially fatal accident"
- "Too many speeders and folks not paying attention to the crosswalk"
- "Drivers speed through this intersection and barely any stop for pedestrians, even during school hours"

2.3.3 Flossmoor Emphasis Area: Young Road Users

Goals: *Increase education and awareness for active transportation road users (prioritizing locations near schools)*
Reduce the frequency and severity of crashes involving young drivers



Many families call Flossmoor home and want a transportation network that serves residents of *all* ages, especially young people who are more vulnerable to safety threats and more likely to be involved in vehicle crashes. This emphasis area focuses on all young road users, including young pedestrians and bicyclists as well as high school and college-age drivers. With multiple schools around Flossmoor, there are many children and students walking and biking to school daily, interacting with traffic and sometimes getting distracted. Various infrastructure improvements and policies can help to elevate them as road users and ensure their safety as they travel. Social

36%
of community
comments related to
young road users

media campaigns and other non-infrastructure strategies can also help. Meanwhile, aggressive and risky driving behaviors are more common among younger drivers, which poses a danger to themselves as well as their fellow road users. For these reasons, focusing on young road users is a vital part of improving traffic safety for all.

Community comments:

- "There is heavy traffic during school drop-off and pick-up hours which doesn't allow for them to cross safely"
- "This is a frequently used crossing point for children and families and motorists tend to speed through with no regard for pedestrians"
- "People speed through this stop sign daily, and it is a drop off and pick stop for school buses"

2.3.4 Flossmoor Emphasis Area: Intersections

Goal: *Reduce the frequency and severity of intersection crashes for all road users.*

78%

of crashes
occurring during
the study period
related to
intersections

Flossmoor residents identified specific intersections they consider dangerous which need to be made safer for motorists, pedestrians, and bicyclists. At the intersection of two or more streets, there can be many conflicting movements that create the potential for collisions—such as left-turning traffic that conflicts with through traffic, or right-turning traffic that conflicts with a pedestrian crossing the street. Though intersections are commonly designed to maximize

“operational” performance—or motorized traffic throughput—many are not yet optimized for safety performance and may be suitable for further targeted safety improvement. An analysis of crashes in Flossmoor revealed that such intersections should be an emphasis area for the Village to address. By targeting these locations with proven safety countermeasures that address crashes related to red light running, risky left turns, congestion, and speeding, a great number of crashes may be prevented in the future, making these intersections—and the Village as a whole—a safer place.



Community comments:

- “I have personally witnessed many near misses at this intersection”
- “Opportunity to make this a safer intersection for both pedestrians and drivers - especially during school hours and baseball season”
- “If you are turning left, you can sit there forever during high traffic times”

3. Developing the Plan

There were four key components in the development of the plan:

- Partnership between Flossmoor and Chicago Metropolitan Agency for Planning (CMAP)
- Understanding Existing Conditions
- Engaging the Community and Stakeholders
- Community and data-driven Countermeasures and Policies

3.1 Agency and Community Partnerships

The Village of Flossmoor was selected to receive a grant to develop a Local Road Safety Plan, with CMAP providing technical oversight and assistance throughout the project. This enabled the Village to create a steering committee that represented a cross-section of the community. Figure 3-1 shows a high-level summary of the various entities that make up the steering committee:

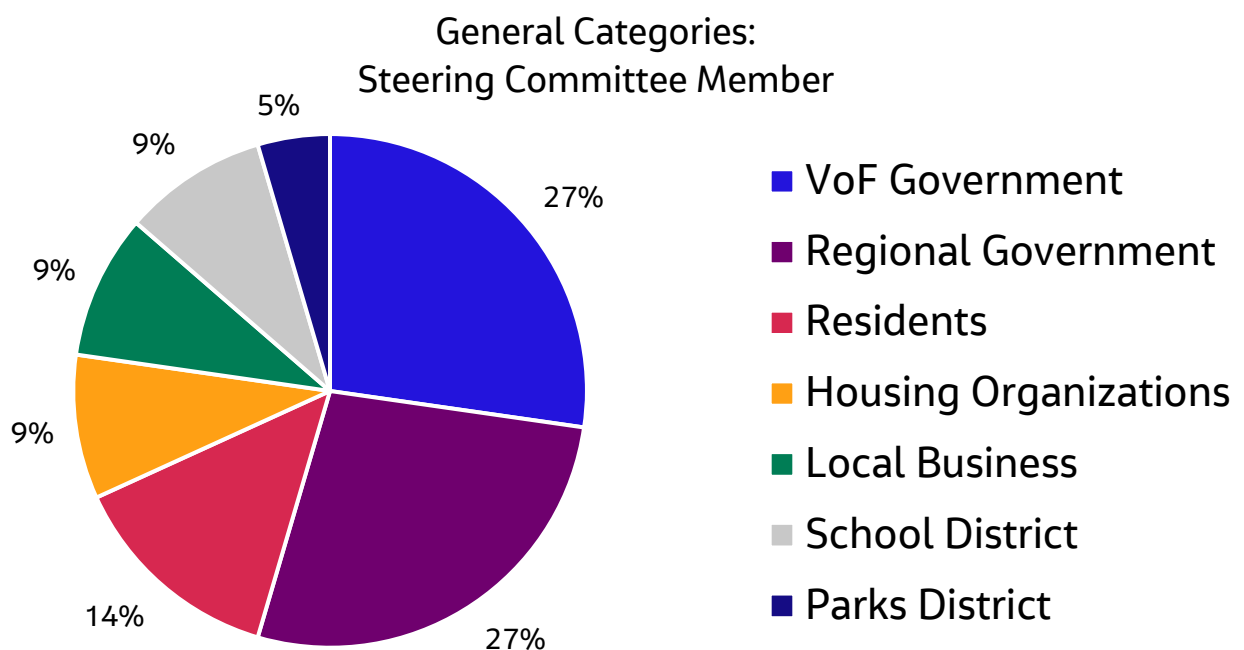


Figure 3-1. Steering Committee Member Summary

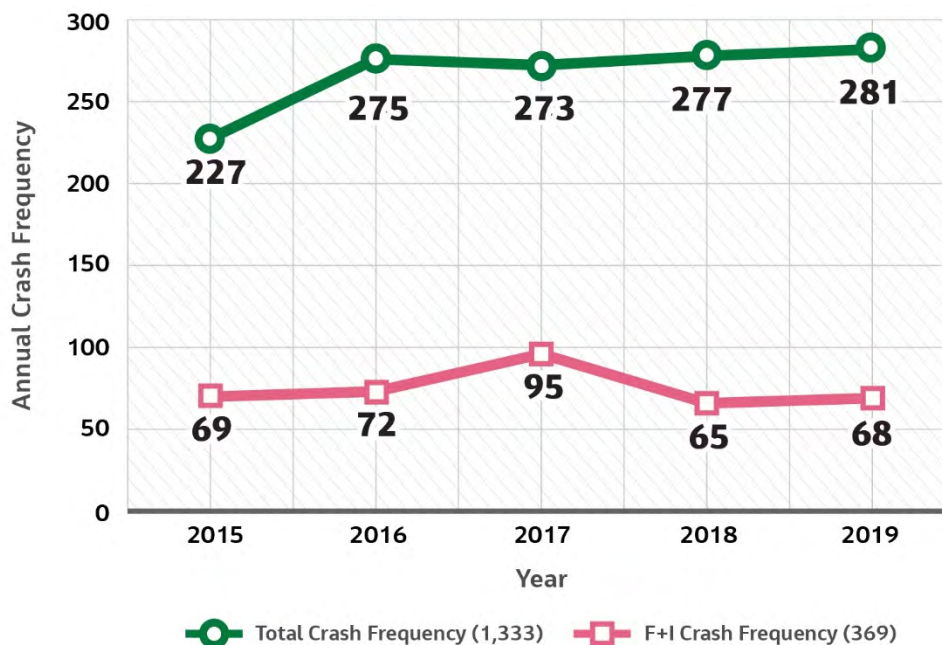
The steering committee was composed of a variety of individuals who volunteered their time to four separate meetings during the development of the plan. As shown in the roster in Table 3-1, approximately a quarter of the steering committee consisted of members representing regional government, who brought County and State perspectives to the project. Another quarter, which consisted of Village government staff and elected officials as well as representatives from the Homewood-Flossmoor (HF) school district, identified the problems they witness everyday along some of Flossmoor's busier public roads and erratic driver behavior observed. The other half of the steering committee consisted of housing organizations, parks districts, local businesses, and concerned residents who helped describe what it is like to drive around Flossmoor on a daily basis.

Table 3-1. Steering committee roster and affiliation

Member Name	Agency/Organization	General Category
Bridget Wachtel	Village of Flossmoor Administrative Department	VoF Government
Clint Wagner	Village of Flossmoor Police Department	VoF Government
Dan Milovanovic	Village of Flossmoor Public Works Department	VoF Government
John Brunke	Village of Flossmoor Public Works Department	VoF Government
Robert Kopec	Village of Flossmoor Fire Dept. & Emergency Medical Services	VoF Government
Tod Kamleiter	Village of Flossmoor Police Department	VoF Government
Gyata Kimmons	Residents	Residents
Margaret Hagerman Lawrence	Residents	Residents
Sasha Reyes	Residents	Residents
Craig Fantin	Village of Flossmoor School Districts	School District
Dana Smith	Village of Flossmoor School Districts	School District
Carolyn Armstrong	Flossmoor Station Restaurant and Brewery	Local Business
Steve Buchtel	GoodSpeed Cycles	Local Business
Dan Strick	New Star Services (Chicago Heights office)	Housing Organizations
Leonard Harris	Flossmoor Hills/Highlands HOA	Housing Organizations
Eric Scheutzow	Homewood Flossmoor Park District	Parks District
Adam Gabany	IDOT Central Office	Regional Government
John McFarlane	Metra Railroad	Public Transportation
Jonathan Lloyd	IDOT District 1	Regional Government
Leslie Phemister	SSMMA	Regional Government
Patrick McAneney	Homewood Public Works	Regional Government
Max Massi	Homewood Public Works	Regional Government
Tara Orbon	Cook County DOTH	Regional Government

3.2 Understanding Existing Conditions

An Existing Conditions Report (ECR) was developed to better understand the transportation environment of the Village of Flossmoor (see [Appendix B](#) for the report). The ECR provided an overview of historical traffic safety performance, highlighting crash patterns, hot spot locations, and opportunities for safety improvement. As shown in Figure 3-2, Flossmoor has experienced a relatively stable frequency of fatal and injury (F+I) crashes over this plan's 2015-2019 study period. Figure 3-3 provides a crash map of the downtown area that shows several crash points in the vicinity of a key project located near the Metra station on Sterling Avenue, which was previously approved by the Village Board (and for which this plan proposes a large-scale redesign that prioritizes pedestrian mobility). Figure 3-4 shows the Flossmoor downtown business district's crash locations by injury severity.



PPS0415211025TPA

Figure 3-2. Crash history trendline, 2015-2019

With regards to evaluating historical crash patterns within the Village, it should be noted that all vehicle crashes are not included in the analysis process. Some crashes may be removed from consideration due to rare, non-traffic-related circumstances. One example of a crash that would not be included in the crash analysis would be if there was a major health issue inside the vehicle that leads to a crash. If a driver experienced a heart attack while driving which causes the driver to lose control and crash into a tree, the cause of their death would be due to the heart attack - not due to hitting a tree. Since these rare circumstances are unavoidable and unrelated to roadway design, they are omitted from the crash analysis.

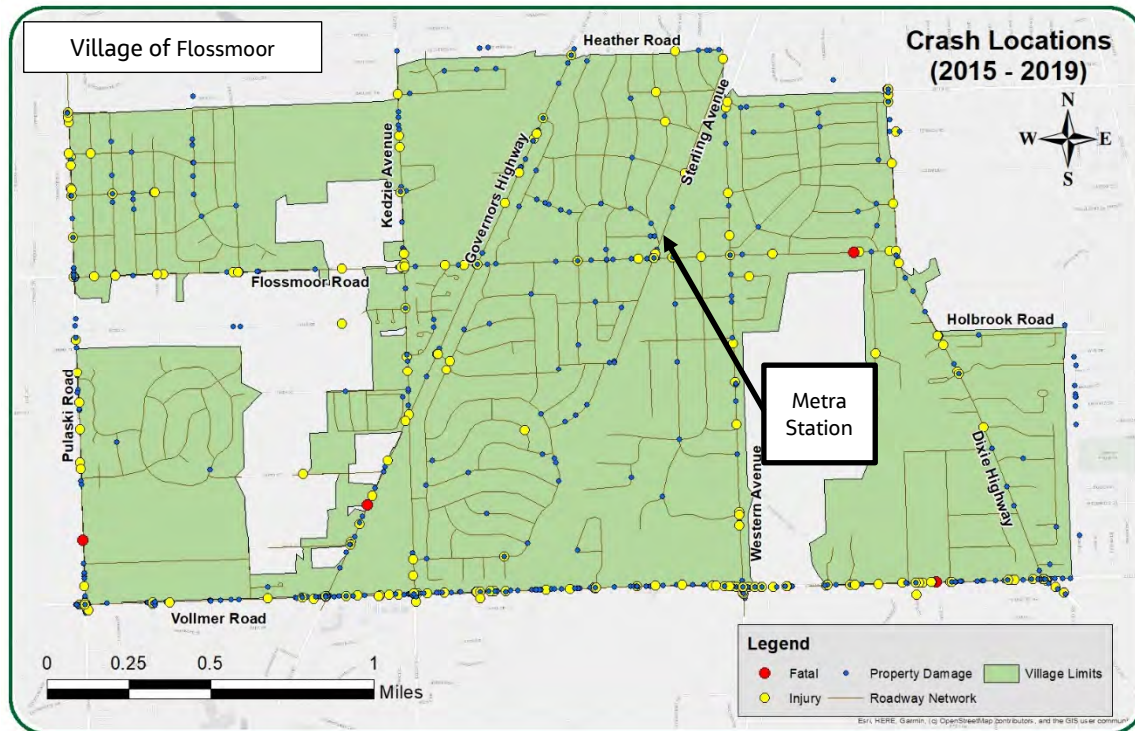


Figure 3-3. Village of Flossmoor crash map



Figure 3-4. Central Business District crash map

Source: Illinois Department of Transportation's historic crash database, years 2015-2019, received 5/12/2021

Overall, the ECR assessed safety performance and traffic characteristics (such as speed limits, volumes, and traffic control devices) within a broader context of Flossmoor's roadway, sidewalk, and public transportation facilities, along with demographic and land use data necessary to ensure an equitable and context-sensitive understanding of findings. This crucial information on the state of the Village's current transportation system led to the identification of four "emphasis areas" (explained in section 2.3) and laid the groundwork for the plan, which has been tailored to the community's unique needs, objectives, and aspirations.

3.3 Engaging the Community and Stakeholders

Strong communication with the community is crucial to the success of any safety planning process. Four outreach activities were conducted during the development of the plan, allowing the team to collect nearly 500 unique comments and survey responses that reflect the insights and priorities of community members and stakeholders.

At the onset of the project, the team established a strong outreach strategy (see [Appendix A](#)). This included engaging the community directly as well as providing stakeholders the opportunity to share their concerns related to traffic safety via a community survey and project website.* The project website allowed users to place comments and suggestions about specific locations within the Village on an interactive map (as shown in Figure 3-5). Comments were also gathered from residents during two in-person engagement events: National Night Out and the Flossmoor Fest (see Figures 3-6 and 3-7). A full review of all community engagement activities can be found in [Appendix C](#).

* LRSP project website can be accessed at: <https://engage.cmap.illinois.gov/flossmoor-local-road-safety-plan>

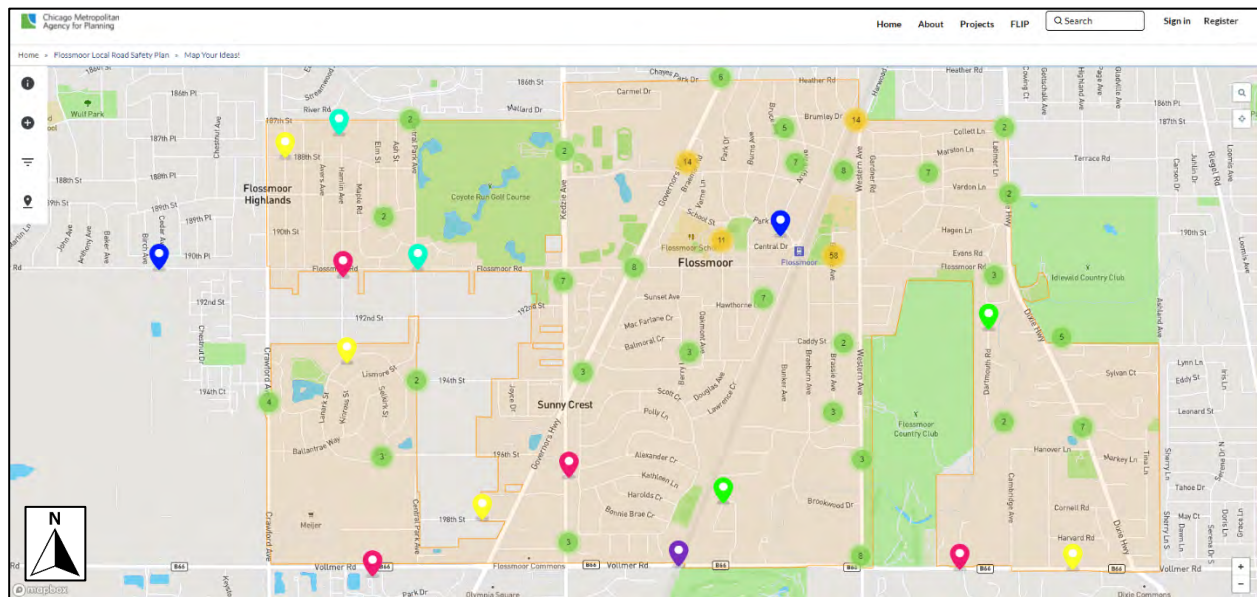


Figure 3-5. Interactive WebMap of the Village of Flossmoor on the LRSP project website



Figure 3-6. CMAP tabling at the National Night Out, 2021



Figure 3-7. CMAP tabling at Flossmoor Fest, 2021

3.4 Community-driven Countermeasures and Policies

The plan used a holistic, proactive, and community-oriented approach to improve safety in Flossmoor. It revealed particularly strong community support for improving pedestrian safety. The Countermeasures and Policy Recommendation Memorandum (CPRM, see [Appendix D](#)) outlined a menu of effective safety countermeasures and policies identified through analysis and community input, building upon the insights presented in the ECR and ongoing efforts including upcoming plans to redesign the Flossmoor central

business district. It provided an overview of high-priority infrastructure-related strategies—including pedestrian-related countermeasures (such as improved pedestrian crossing, bump-outs, and refuge islands) and speed-related countermeasures (such as traffic calming)—as well as actionable safety policies and community safety activities.

4. Policy and Activity Recommendations

This section provides a high-level summary of proposed policy and activity recommendations, which were discussed in the Countermeasures and Policy Recommendation Memorandum and at the third steering committee meeting. These strategies focus on speed management and improving driver behavior and compliance through non-infrastructure means, a crucial and complementary part of the Local Road and Safety Plan effort. While the targeted educational and policy strategies are discussed in greater detail below, it is important to consider potential implications or barriers to successfully implement the recommendations and additional evaluation must be considered before moving forward. These recommendations can also be viewed as high-level and an initial step to assess community concerns and determine what the appropriate level of outreach and education is needed based on the information gathered throughout the LRSP process. Enforcement Campaign Efforts

4.1.1 Targeted Traffic Enforcement Near Schools

Discouraging dangerous driver behaviors near schools with targeted enforcement

Safety strategies that rely on local and state traffic laws to attempt to reduce the frequency of poor driver behaviors are typically deployed at isolated locations, such as red-light running cameras at signalized intersections. Most steering committee members expressed concern about the frequency of vehicles driving at excess speeds, and the highest priority locations where active enforcement could be most beneficial were near schools.

The designated school zone along Western Avenue was cited as an excellent example of implementing school zone messaging. Communication with school faculty, students, and parents will help ensure the safe arrival and departure of all. Partnerships with enforcement agencies can also provide great value to safety planning by tapping the unique insights of officers regarding their community's roads and safety needs, as well as historic patterns of unsafe driver behaviors.

4.1.2 School Zone Signing Review

Establishing consistent and clear school zone signing and messaging The Flossmoor Police Department performed a study of the uncontrolled intersection of Scott Crescent and Lawrence Crescent near Heather Hill School in 2017. The study found that inconsistent signage was being used to warn motorists about the presence of the school, including some with inconsistent designs, and the author recommended replacing these signs with consistent, modern high-visibility alternatives. This plan recommends that similar reviews of intersections and roadways near schools be conducted to replace old or deprecated school zone signage with new, high-visibility signs to improve safety around these critical public locations.

4.2 Student and Young Driver Safety Outreach

4.2.1 Safe Routes to School Program

Encouraging safe use of active transportation for students

Safe Routes to School (SRTS) is an approach to school commuting that promotes "active" transportation modes for young students. By promoting infrastructure improvements, enforcement tools, educational programming, and other incentives, SRTS initiatives work to create safe and accessible opportunities for children to bike (as shown in Figure 4-1), walk, or take public transportation to school. SRTS promotes

physical activity, community walkability, and vulnerable road user safety within communities and especially around schools. By ensuring safe and reliable connectivity such as sidewalks and bike paths, as well as safe roadway crossings and enforcement of safe driving behaviors near student commute routes, these programs can help improve safety for students and reduce unnecessary driving trips in sensitive areas around schools.

SRTS programs can be implemented locally within Flossmoor through partnerships between school districts or individual schools and local agencies including the Village of Flossmoor and the Chicago Metropolitan Agency for Planning. Extensive resources are available to support such programming through the U.S. Department of Transportation, including an SRTS guide, safe routes partnership, and more.



Figure 4-1. Students biking to school

4.2.2 Social Media Engagement

Engaging young road users and sharing messaging through social media

To promote safe driving behaviors and traffic safety culture among young road users, Flossmoor can leverage social media platforms. Social engagement with young road users creates opportunities to connect with them in everyday life, sharing messages of the importance of safety and their role in keeping our roads safe. Engaging with students can also promote safe walking and biking behaviors, as well as set the stage for them to adopt safe driving behaviors when they begin driving. Social media can also help connect with young people's parents and families indirectly, spreading important messages promoting road safety through social channels.

This can involve periodic posting on Twitter and Facebook accounts owned by the Village, school districts, or enforcement agencies, along with development of shareable media content such as graphics, educational videos, personal stories, and more. While it is important to understand the nuances of social media interaction to maximize the effectiveness of this approach and the breadth of delivery, any effort can begin to provide great results in the short term. Example engagement strategies to consider include:

- **Weekly thematic messaging** – For example, "Walk to Work/School Wednesdays," where followers are encouraged to share photos of themselves walking to work or school to promote active transportation and pedestrian safety.
- **Hashtag promotion** – Encourage community members to use a safety-themed hashtag when posting related content online, such as "#SlowDownFlossmoor" to encourage safe driving speeds,

"#Brake4Peds" to encourage yielding to pedestrians at crosswalks, or "#WeFullStop" to encourage compliance with stop controls.

- **Photo frames** – Create photo frames for social media users' profile pictures which feature a simple graphic and tagline which promote safe driving practices or programs.

4.2.3 Expanded Education of Pedestrian and Bicycle Safety

Additional opportunities for promoting safe road user behaviors

The Village of Flossmoor may work with local schools to expand education for students on pedestrian and bicycle safety, incorporating it into more regular activities. Specific options for consideration include:

- Incorporating pedestrian and bicycle safety into the driver's education curriculum, helping new drivers to understand their role in keeping vulnerable road users safe.
- Programming Walk, Bike, and Roll to School days, encouraging students to explore active transportation alternatives to their daily commutes and teaching them about safety and crash avoidance through the process.
- Exploring the science behind traffic safety in relevant technical classes, analyzing, visualizing, and learning about the data that underlies planning efforts such as this one. This may be relevant to classes involving computer science, math, statistics, government, and more.

4.3 Policy Planning Efforts

4.3.1 Bicycle Plan and Policy

Creating a long-term plan for improved bicycle connectivity and safety in the Village

Beyond installation of individual bicycle facilities around Flossmoor, the community may want to consider developing and implementing a village-wide Bicycle Safety Action Plan. Such a plan would involve an in-depth review of existing bicycle routes and bike parking racks, as well as a study of bicycle traffic demand across the community, to determine where there is the greatest interest or need for new bicycle facilities. Audits may be conducted for common bicycle routes to identify needs and what improvements best suit existing roadways, and to create targeted plans to address them. Additionally, a review of the greater subarea surrounding Flossmoor may be conducted, working with adjacent municipalities (such as the Village of Homewood) to ensure consistency in planning and infrastructure design and tie into existing networks and bicycle plans for greatest effect. Planning should also involve extensive input from community members as well as school district staff, bicycle advocates, and enforcement officers, all of whom would have important insights. Additionally, a legal review of an agency's municipal code should be performed to identify locations that may restrict non-motorized users.

With a comprehensive understanding of the state of bicycle connectivity and bicyclist safety across Flossmoor, the Village can achieve success more quickly and efficiently. Collaborating with community members will also increase resident awareness of the effort and produce more effective outcomes for all road users, ensuring that roadways are designed to serve all. Creating a safer and more accessible environment for bicyclists will also increase bicycle traffic, reduce vehicle traffic, support active transportation modes, bolster cultural and community gathering spaces, and more. It should be noted that Flossmoor may want to combine bicycle and pedestrian safety goals to produce a unified Bicycle and Pedestrian Safety Action Plan.

Some examples of resources and comparable plans include:

- [How to Develop a Pedestrian and Bicycle Safety Action Plan](#) – FHWA
- [Bicycle Safety Information Resource](#) – NHTSA
- [Bicycle and Pedestrian Safety Action Plan](#) – Broward MPO, Florida
- [Michigan Pedestrian and Bicycle Safety Action Plan](#) – Michigan

4.3.2 Pedestrian Safety and Accessibility Action Plan

Creating a long-term plan for improved pedestrian accessibility and safety in the Village

Fortunately for the Village of Flossmoor, between 2015 and 2019 there were no pedestrian fatalities, but there were 6 crashes involving pedestrians, which represents 1.6 percent of all transportation injury related crashes in the community. While this is a relatively small portion of the injury crashes, pedestrian-involved crashes tend to be severe. During the development of this plan, approximately 34.5% of comments from community members were focused on pedestrian safety and recommendations to improve safety for walking.

There are a several policies that may be considered to improve pedestrian safety in Flossmoor. One of the most effective long-term, low-cost strategies is the development of a Pedestrian Safety and Accessibility Action Plan (PSA). A PSA involves more in-depth analysis and understanding of existing pedestrian accommodations such as existing sidewalks, Americans with Disabilities Act (ADA) accommodations, pedestrian crossings, and pedestrian traffic control devices and pavement markings. It also involves gaining a better understanding of pedestrian and vehicle conflicts (and potential conflicts), current pedestrian movements, exposure, and origin-destination through surveys and stakeholder input. Such a plan would identify gaps in pedestrian infrastructure, identify specific treatments, locations for improvement, funding sources and applications. It could also identify areas for additional enforcement or education programs, as well as the focus for PSAs. Overall, such a plan could provide Flossmoor with a comprehensive vision for the future of its pedestrian accommodations—along with a roadmap of the specific steps needed to achieve that vision—and lay the foundation to support local businesses, elevate active transportation modes and physical health, bolster culture and community gathering spaces and improve livability while improving safety.

Some Pedestrian Safety Action Plans resources include:

- [How to Develop a Pedestrian Safety Action Plan](#) – FHWA
- [How to Develop a Pedestrian Safety Action Plan](#) – PedBikeInfo.org
- [Culver City Bicycle and Pedestrian Action Plan](#) – Culver City, California
- [Regional Pedestrian Safety Action Plan Outline](#) – Metropolitan Council, Minnesota
- [USDOT Pedestrian Safety Action Plan](#) – USDOT

4.3.3 Complete Streets Plan and Policy

Creating a long-term plan for designing streets to serve all users in the region

This Local Road Safety Plan provides actionable countermeasures and strategies to support the goals of “Complete Streets” plans, which seek to promote non-motorized transportation modes and achieve zero traffic fatalities. Complete Streets are designs to reorient roadway spaces to better serve the surrounding community instead of operating purely as a facility to serve motor vehicle through traffic. An example of a Complete Streets transformation is shown in Figure 4-2, which provides many benefits to all road users. Greater accessibility to vulnerable road users, including pedestrians and bicyclists, make facilities safer and

more attractive for active transportation modes, improving quality of life and generating more traffic for local businesses. Additionally, lower speeds increase safety for motorists as well, reducing crashes of all kinds.

A Complete Streets Policy was adopted by the Village Board on March 16, 2020. The adopted policy should be considered for projects involving roadway improvements and the movement of people where feasible. While the Village views all transportation improvements as an opportunity to consider Complete Streets, the primary goal is to promote a transportation principle that residents should be able to drive, walk or bike safely and conveniently throughout the Village for daily needs and activities. This policy should be considered when evaluating the recommendations described in this LRSP. However, due to the complex nature of each improvement and the unique locations, the policy is not intended to be a barrier for improving safety performance.

There was strong community support for a broader plan of this sort. Development of a Complete Streets plan could be scaled to meet the unique needs of Flossmoor. A more specific Complete Streets plan would require study of existing roadway facilities to understand traffic patterns and geometric design to determine appropriateness of potential conversions. Additionally, plan development may be done in concert with pedestrian or bicycle safety action plans to align the visions and produce more cohesive outcomes. The Village of Flossmoor could also collaborate with local and regional organizations to leverage existing plans. For example, the South Suburban Mayors and Managers Association (SSMMA) helped coordinate the development of a regional Complete Streets Plan in 2017.

Some examples of resources and similar plans include:

- [CMAP's Complete Streets Toolkit](#) – CMAP
- [Complete Streets Policy for the Village of Skokie](#) – Skokie, Illinois
- [City of Aurora Complete Streets Policy](#) – Aurora, Illinois
- [Montgomery County Complete Streets Design Guide](#) – Montgomery County, Maryland



Figure 4-2. Sample complete streets conversion schematic

5. Priority Locations

The process for identifying priority locations included evaluation of crash history and considering community input. This complimentary approach highlights not only locations that have a history of crashes but also those that may be expected to produce future crashes or that generally underperform based on community insights. Prioritizing and executing a robust communications and outreach plan from the beginning of the LRSP effort has led to a comprehensive list of locations and countermeasures that overlap with multiple emphasis areas to help maximize the potential benefit for Flossmoor residents.

Section 5.1 focuses on Flossmoor's downtown area across from the Metra Station. During the public engagement activities, many comments were expressed by residents for the desire to improve the functionality of this area. Residents' concerns are confirmed in Figure 5-1. It identifies multiple priority locations near the downtown area. Cumulatively, Figure 5-1, shows all nine priority roadway segments (Section 5.2) and all nine priority intersections (Section 5.3) that are described in further detail. There are multiple top priority locations that share jurisdictional boundaries which will require coordination efforts between the various agencies during the evaluation or implementation stages of projects. Additionally, [Appendix E](#) includes a table that shows a portion of the segment that did not fall into the priority list, while [Appendix F](#) shows that same for intersections. The truncated tables shown in Appendix E and F are limited to locations that have a sum of at least six crashes or public comments.

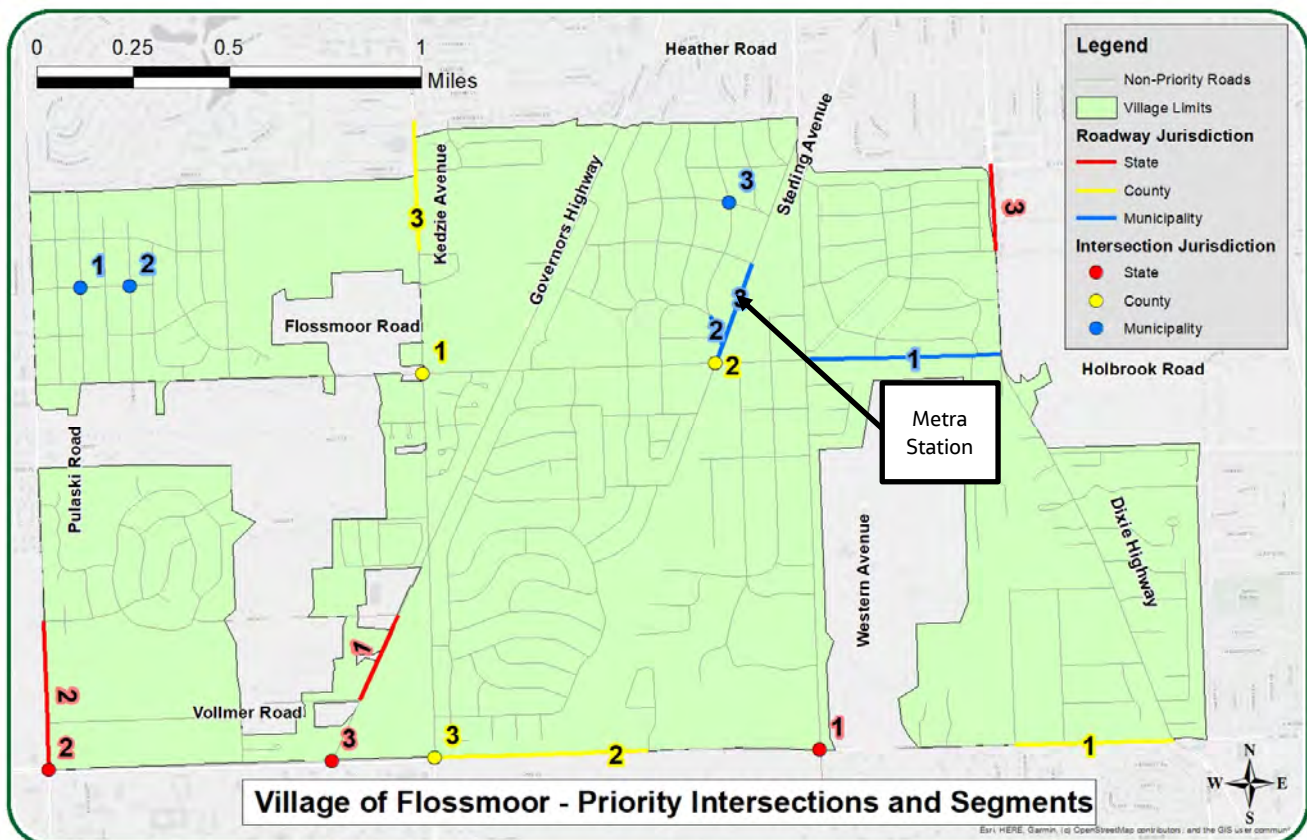


Figure 5-1. Priority Locations Map for Segments and Intersections

Village of Flossmoor: Local Road Safety Plan

To arrive at nine priority locations for intersections and nine priority locations for segments, each of the three jurisdictions had three priority locations identified. The three jurisdictions analyzed were state, county, and municipality. While the Village of Flossmoor has the authority to initiate projects that take place on their roadways, it should be noted that the Village can only promote collaboration and encourage support for the recommendations along county- or state-owned routes.

With the intent to normalize locations - or create an even playing field to rank all locations - segments and intersections were analyzed based on the number of crashes that occurred at the location and the number of public comments that were received during the public engagement events. The segment length and the intersection's count of total entering vehicles were also considered. Crashes were counted on severity and translated to a weighted crash score. The weighted crash score, more specifically, is based on the average comprehensive cost by injury severity, as determined by the National Safety Council, based on 2020 dollars ([source](#)). Table 5-1 shows the translation between cost and crash weight in the second and third columns. This relationship implies that one "K", or fatal crash, is equivalent to 217.25 "O" crashes, or property damage only crashes. Additionally, each comment received for a location contributed as being equivalent to a score of 1. The last step to normalize locations was to divide the PM score by their segment length or total entering vehicles. This accounts for differences in exposure or traffic volumes or different lengths of segments.

Table 5-1. Performance Metric Calculations Example

Crash Severity	Average Comprehensive Cost by Severity	Crash Weight	Crash Count	PM Score
K	\$ 11,449,000	217.2	1	217.2
A	\$ 1,252,000	23.7	0	0.0
B	\$ 345,000	6.5	2	13.1
C	\$ 160,000	3.0	0	0.0
O	\$ 52,700	1.0	4	4.0
Comments -				11.0
PM Sum				245.3

In Table 5-1, an example calculation is shown for an arbitrary location. The location has one fatal crash (accounting for a crash weight of 217.2), two B-injury crashes (accounting for a crash weight of $2 * 6.5 = 13.1$) and received four comments ($4 * 1 = 4$) during the public engagement events. Adding these points up, a PM score of 245.3 is assigned. If the length of the segment is 1.23 miles, the normalized PM score would be 199.43 ($245.3 / 1.23 = 199.43$). Once all locations have been assigned a normalized PM score, they were ranked from highest to lowest normalized score. Due to some municipality intersections having no value for the total entering vehicles, these locations were prioritized based on their total PM score, not a normalized PM score.

The top three locations were taken from each of the following three jurisdictions: state, county, and municipality. In all, this resulting in nine priority segments and nine priority intersections - all of which are shown in Figure 5-1 and in Table 5-2. The colored numeric labels in Figure 5-1 represent the priority rank for the corresponding jurisdiction. For example, a number with red background would represent the ranking for a state jurisdiction location.

The following subsections provide a description of the ongoing efforts near the downtown area (Section 5.1), an overview of mobility, functionality, and speed management strategies located on priority

segments (Section 5.2), and a review of the priority intersections (Section 5.3) that focus on configuration improvements, active transportation projects, and treatments specific to traffic signals. Priority recommendations provided in the following subsections focus on locations that are expected to produce safety improvement for the community and which are strong candidates for funding based on the findings of the LRSP process. It is suggested that these nine intersections and nine segments be considered first for funding opportunities, with non-priority locations being considered once these have been exhausted.

Priorities were identified based on several factors, including:

- Data-driven site selection based on historic crash data
- Priority locations identified by residents through outreach platforms and events
- Opportunities which address the identified emphasis areas of pedestrians and bicyclists, speed management, young road users, and intersections
- Projects which will provide greater east/west connectivity
- Projects which will maximize safety benefits given limited funding opportunities
- Equitable safety performance and distribution of funds throughout the community

What are our priorities?

Priority locations were selected based on a variety of factors. Where does data show us we can have the greatest impact? What have community members prioritized? How can we maximize our impact with limited funds? This plan represents a collaborative effort to improve safety. If there are recommendations in here that you are excited about or if you think of more projects to consider in the future, let us know by contacting the Village of Flossmoor Public Works Department!!

5.1 Flossmoor Central Business District

The Village of Flossmoor's central business district, located just north of the intersection of Flossmoor Road and Sterling Avenue, is a popular and central location within the village. It features a diverse selection of local businesses, outdoor spaces, and public amenities, including the Flossmoor Public Library and the Flossmoor Metra station, which serves as the 6th highest ridership station of the 32 outlying stations on the Metra Electric - Main Line (as of Fall 2018). As of Spring 2019, roughly 32% of Metra riders walked or biked to the Flossmoor station, while the rest arrived by vehicle.

At the center of the area is a traffic circle which connects Sterling Avenue, Park Drive, and Central Drive, serving both vehicle and non-motorized traffic entering and exiting the Metra station, the library, and the surrounding businesses. During commuting and high business hours, this area often gets considerably congested, exhibiting unsafe driving patterns which residents have shown great concern with.

Due to complex traffic patterns at this traffic circle and historic traffic safety concerns, the Village of Flossmoor hired Baxter and Woodman, a consultant engineering company, to provide multiple design geometry alternatives for the downtown area. The purpose of this study was to improve facilities for pedestrians and bicyclists, along with improving the traffic flow. This required consideration of countermeasures in the downtown area that are aesthetically pleasing.

What do residents say about this location?

- "The downtown traffic circle pedestrian safety resolution should focus on motorist avoidance, improved Metra parking, and law enforcement, not measures to accommodate through traffic."
- "It requires traveling by car to participate in the great downtown Flossmoor activities."
- "Motorists speed through downtown and ignore crosswalks."

5.1.1 Location Description

As shown in Figure 5-2, the traffic circle in the downtown area of Flossmoor presents motorists with non-standard driving paths due to the four legs of the intersection all converging at an island that contains a post office drop-box, mature vegetation, and a path leading to sitting areas. Many residents expressed discontent with the area during the National Night Out and Flossmoor Fest. The discontent led to the Village's desire to explore alternatives for the area.

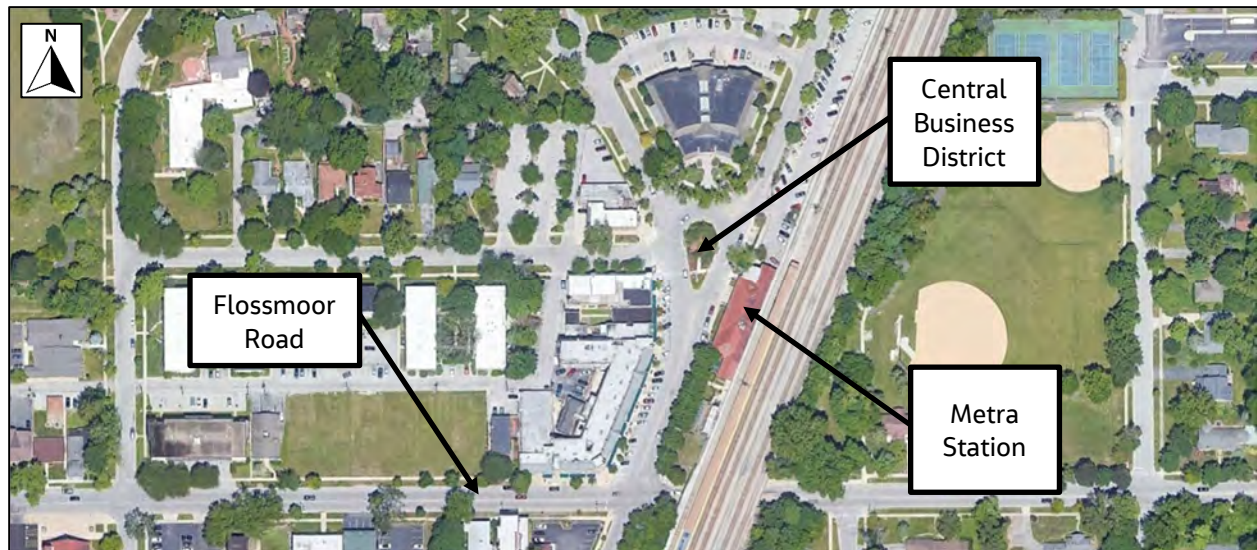


Figure 5-2. Central Business District

5.1.2 Proposed Improvements

Based on traffic and safety studies, as well as input from the community, an upgrade to Sterling Avenue just north of the Metra station was proposed, as shown in Figure 5-3, which is identified as the #3 ranking municipal segment. Many of the proposed improvements in the downtown area focus on providing pedestrians with much improved facilities. Additional evaluation for potentially relocating the mailbox in the center island should also be considered in order to improve safe and easy access to mail services.



Figure 5-3. North pedestrian island, looking northeast

Pedestrian crossing distances are significantly reduced by implementing curb extensions which allow pedestrians to cross a shorter distance. Figure 5-4 shows a pedestrian refuge island which breaks the crossing up into two movements. This is the same location as shared in Figure 5-3, however this shows a view looking south toward the downtown area with the Metra station on the left.



Figure 5-4. North pedestrian island, looking south on Sterling Avenue

Traffic calming measures are applied which will help to reduce vehicle speeds and improve compliance with pedestrian crossings. Additionally, high-visibility pavement markings, as shown at Central Drive and Park Drive in Figure 5-5, along with parking arrangements, and lane channelization will help to guide motorists along a safe route, limiting exposure for pedestrians and bicyclists and further calming traffic.



Figure 5-5. Roundabout, looking east towards the Metra station

Figure 5-6 illustrates the proposed cross-section configuration along Flossmoor Road at Douglas Avenue. This area has a junior high school immediately north, Village Hall and the Police Department on the south side of the road, along with a church and many other commercial businesses in the immediate area. These serve as prominent pedestrian and bicyclist generators.

These improvements delineate between bike lanes and vehicle travel lanes with a raised curb. At minor leg stop control intersections, like at Douglas Avenue, skip-dash pavement markings are implemented to further emphasize to drivers to be aware and ready for bicyclist in the bike lanes. If desired, 'shark's teeth' pavement marking, which are essentially isosceles triangles positioned side by side, can be an even higher visibility warning marking for motorists as they proceed past the stop bar on Douglas Avenue. 'Shark's teeth' are currently used on the south end of the traffic circle across from the Metra station.

Signage on both sides of the road is included in Figure 5-6 to help provide reinforcement to drivers along Flossmoor Road and Douglas Avenue to expect pedestrians near the crosswalks. Combined with a sign in the middle of the road that reads "STATE LAW - STOP FOR PEDESTRIANS WITHIN CROSSWALK", the 'gateway effect' is implemented, resulting in much higher yielding behavior for motorists.



Figure 5-6. Flossmoor Road at Douglas Avenue, looking west

5.1.3 Next Steps for Implementation

The Village of Flossmoor and its consultant are moving forward with the completion of Phase 1 Engineering and are planning on moving ahead with the Phase 2 Engineering in fiscal year 2023.

5.2 Priority Segments

Approximately 58 miles of public roadways were reviewed during analysis, which includes state, county, and municipal jurisdictions. Figure 5-7 shows the number of segment projects or policies that were suggested for each of the three jurisdictions. Based on countermeasures and locations identified in the CPRM and related steering committee activities, approximately 5.2 percent of the public roadway network has been designated as priority segments for safety improvements. Table 5-2 is ordered based on the jurisdiction, then by the normalized PM score for each of the top nine segment locations. The segments are also color-coded by jurisdiction, matching the colors shown in Figure 5-1. State jurisdiction is shown in red, county jurisdiction is shown in yellow, and municipal jurisdiction roads are shown in blue.

It is recommended that the village prioritize the projects described in the following subsections based on breadth of impact and feasibility, focusing first on projects along major routes, followed by lower volume roads. This approach will positively impact the most people through the initial stages of implementation.

When observing the speed limit along the prioritized segments, nearly 70% of the project miles were assigned to segments which have a posted speed limit of 40 miles per hour or less. This aligns to many comments by community members that frequently expressed concern about speeding and aggressive driving on roads that typically serve residential and commercial areas rather than higher-speed corridors.

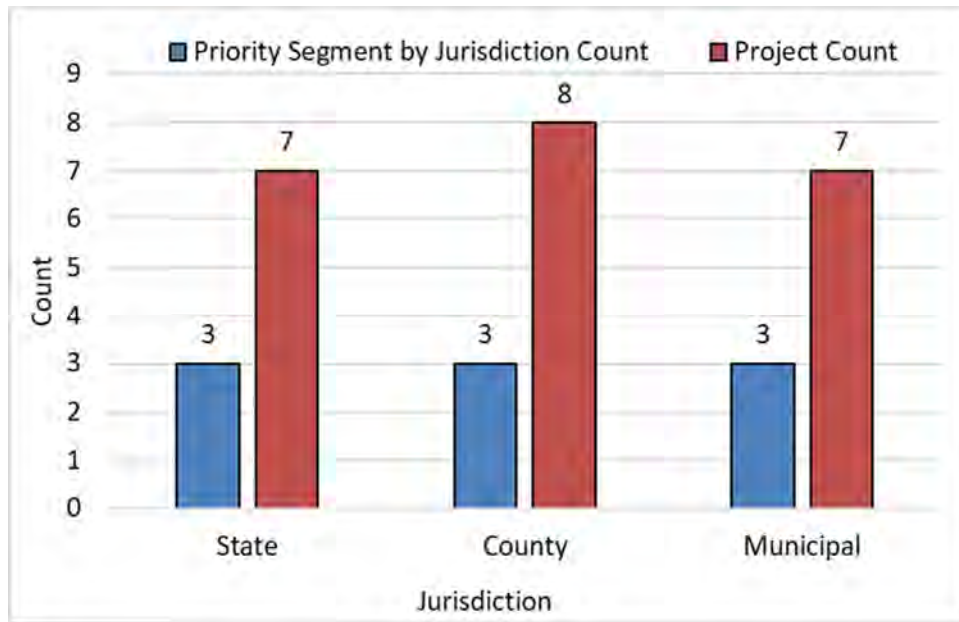


Figure 5-7. Project Count by Segment Jurisdiction

Village of Flossmoor:
Local Road Safety Plan

Table 5-2. Details of Priority Segment

Priority Rank	Street Name	Limit 1	Limit 2	Length (miles)	Jurisdiction	KABCO Crash Frequency and Weights (2015-2019)					PM Score - Crashes	PM Score - Comments	PM Score Sum	Normalized PM Score
						K - 217.248	A - 23.757	B - 6.546	C - 3.036	PDO - 1.0				
1	Governors Highway	West 198th Street	196th Street	0.24	State	1	0	2	1	5	238.4	0	238.4	978.5
2	Crawford Avenue	Vollmer Road	Ballantrae Way	0.39	State	1	0	0	0	6	223.2	0	223.2	579.2
3	Dixie Highway	West 187th Street	Vardon Lane	0.23	State	0	0	4	2	12	44.3	1	45.3	199.3
1	Vollmer Road	Dixie Highway	Cambridge Avenue	0.42	County	1	1	9	2	20	326.0	1	327.0	787.4
2	Vollmer Road	Kedzie Avenue	Oak Lane Road	0.56	County	0	2	8	5	66	181.1	2	183.1	329.3
3	Kedzie Avenue	Viking Drive	186th Street	0.34	County	0	2	0	0	6	53.5	2	55.5	163.4
1	Flossmoor Road	Dixie Highway	Western Avenue	0.51	Municipality	1	0	2	0	0	230.3	7	237.3	467.1
2	Park Drive	Sterling Avenue	Argyle Avenue	0.08	Municipality	0	0	0	0	1	1.0	6	7.0	82.7
3	Sterling Avenue	Flossmoor Road	Wallace Drive	0.28	Municipality	0	0	1	0	2	8.5	14	22.5	81.3
Total Miles -				3.03		4	5	26	10	118				

5.2.1 State Jurisdiction Priority Segments

5.2.1.1 Governor's Highway from West 198th Street to 196th Street

Segment Priority Rank - State Jurisdiction: #1

Emphasis Areas: Speed Management

What do residents say about this area?

- "Excessive traffic speeding"
- "Need signing upgrades"

The southern limit of this quarter-mile segment is West 198th Street, shown in Figure 5-8, while the northern limit of the segment is 196th Street. Governor's Highway is represented by the yellow line and has a 45 MPH speed limit. Along this stretch of Governor's Highway, there are about eight access points to commercial properties or minor leg routes, which can be a contributing factor to some of the turning crashes identified in Table 5-3.

The vast majority of this segment has a paved surface no more than one foot wide *beyond* the shoulder edge line marking. With very little to non-existent shoulders, combined with many fixed objects on the roadside (trees, culverts, and utility poles that run the entire length of the west side of the roadway) any vehicle that leaves the travel lane is likely to have an unforgiving experience. Considering public comments that emphasized vehicle speeds higher than the posted speed limit, a roadway departure would appear to be nearly unrecoverable.

Table 5-3. Governor's Highway (W. 198th to 196th) Crash History (2015-2019)

Crash Type	Crash Severity					Total	KAB %	KABCO %
	Fatal (K)	A-Injury	B-Injury	C-Injury	PDO			
Animal	0	0	0	0	1	1	0%	11.1%
Fixed Object	1	0	1	1	1	4	66.7%	44.4%
Other Non-Collision	0	0	0	0	2	2	0%	22.2%
Turning	0	0	1	0	1	2	33.3%	22.2%
Total	1	0	2	1	5	9	100%	100%

- **Speed Feedback Signs** – During discussions with Village of Flossmoor staff and officers from the Police Department, it was mentioned the Village owns two speed feedback signs. These two units are relocatable and one of the data outputs is the speeds observed. It is suggested that the Village implements similar signage on the Village's roadway network where high speeds are noticed.
 - An online public poll can be used to gather opinions of residents to see where they would prefer to see these feedback signs. After a deployment of 2-4 months, the unit can be relocated.
- **Shoulder and Roadside Improvements** – Many of the infrastructure features, or lack thereof, along the roadside can be improved. Providing a paved shoulder, combined with rumble strips or rumble stripEs (edge line painted on top of rumble strips) can help to reduce the frequency of the fixed object crashes shown in Table 5-3.
 - Determine how wide of a shoulder can be constructed.
 - Perform a public engagement activity to gauge the public acceptance of rumble strips. With very few residential homes along this corridor, it appears unlikely that the village would get noise complaints.
 - If paved shoulders and/or rumbles cannot be constructed, consider refreshing the edge lines with retroreflective pavement markings. If possible, increase from 4-inch width to 6-inch width.

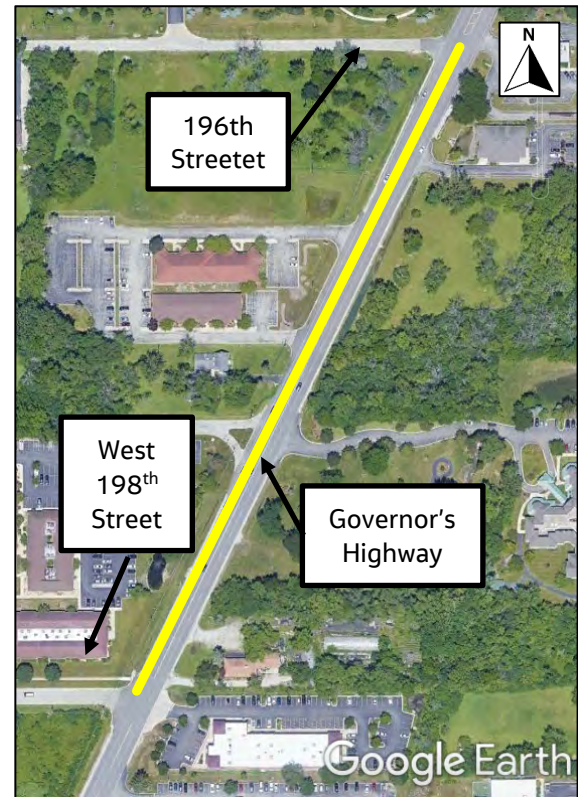


Figure 5-8. Governor's Highway

5.2.1.2 Crawford Avenue from Vollmer Road to Ballantrae Way

Segment Priority Rank - State Jurisdiction: #2

Emphasis Areas: Pedestrian & Bicyclists

The cross-section of Crawford Avenue, shown in Figure 5-9, has a 14-foot painted median with one 12-foot lane in each direction, and about two-thirds of the corridor has a 5-foot paved shoulder. This corridor has a 45 MPH speed limit.

Figure 5-10 shows the corridor being situated on the southwest border of the Village. Roughly 85 percent of the west side of this corridor is green space - Vollmer Road Woods. The southern half of the east side of the corridor is mainly the Meijer grocery store property and about three other small commercial locations.



Figure 5-9. Crawford Avenue cross section

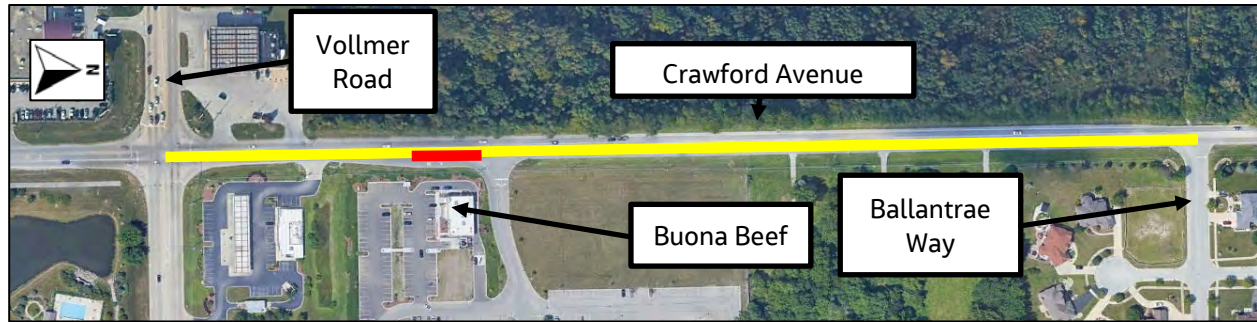


Figure 5-10. Crawford Avenue from Vollmer Road to Ballantrae Way

- **Bicycle Lanes** – Figure 5-10 shows a small red line in front of Buona Beef that represents about 85 feet of bike lane pavement marking for the northbound direction. However, continuing travel in the north direction beyond Buona Beef, the bike lanes come to an abrupt stop. The existing 5-foot paved shoulder can be converted into a bike lane.
 - Even though Table 5-4 does not highlight any frequency of vehicle/bicyclist crashes, this is still an opportunity to be proactive and take a step towards making more complete bike facilities in Flossmoor.

Table 5-4. Crawford Avenue (Vollmer to Ballantrae) Crash History (2015-2019)

Crash Type	Crash Severity					Total	KAB %	KABCO %
	Fatal (K)	A-Injury	B-Injury	C-Injury	PDO			
Animal	0	0	0	0	2	2	0%	28.6%
Rear End	0	0	0	0	2	2	0%	28.6%
Sideswipe - SD	0	0	0	0	2	2	0%	28.6%
Turning	1	0	0	0	0	1	100.0%	14.3%
Total	1	0	0	0	6	7	100%	100%

5.2.1.3 Dixie Highway from West 187th Street to Vardon Lane

Segment Priority Rank - State Jurisdiction: #3

Emphasis Areas: Intersections

Dixie Highway, shown by the yellow line in Figure 5-11, is a minor arterial road with a 30 MPH speed limit. This corridor is located on the east side of the village, northwest of Idlewood Country Club. The west side of Dixie Highway is mainly residential, while the east side is mainly commercial buildings. Recommendations for this priority segment are focused on speed management and general foliage maintenance activities. Some of the overgrown vegetation at the minor leg stop control intersections along Dixie Highway obstructs the views of turning vehicles, potentially creating an environment with greater risk of a crash.



Figure 5-11. Dixie Highway from Vardon Lane to West 187th Street

As shown in Table 5-5, the most frequent crash type is turning crashes representing nearly 40 percent of crashes, while angle crashes represent almost 17 percent of crashes. With roughly 8 access points to commercial buildings and 3 side-streets off Dixie Highway, these access points contribute to the frequency of turning and angle crashes.

What do residents say about this location?

- "Dixie Highway vegetation is so overgrown."
- "It would be nice to see a bike friendly route or path from Flossmoor to connect to the Forest Preserve Trail in Glenwood."
- "It is very hard to see oncoming traffic on Dixie when trying to turn off Vardon due to overgrown bushes." (see Figure 5-12)



Figure 5-12. View from eastbound Vardon Lane, looking north towards overgrown vegetation on west side of Dixie Highway

Table 5-5. Dixie Highway (W. 187th to Vardon) Crash History (2015-2019)

Crash Type	Crash Severity					Total	KAB %	KABCO %
	Fatal (K)	A-Injury	B-Injury	C-Injury	PDO			
Angle	0	0	1	0	2	3	50.0%	16.7%
Fixed Object	0	0	1	0	1	2	50.0%	11.1%
Parked Motor Vehicle	0	0	0	1	0	1	0%	5.6%
Rear End	0	0	0	1	2	3	0%	16.7%
Sideswipe - SD	0	0	0	0	2	2	0%	11.1%
Turning	0	0	0	2	5	7	0%	38.9%
Total	0	0	2	4	12	18	100%	100%

SD - Same Direction

- **Speed Feedback Signs** – Use motion-sensing technology to provide live feedback to motorists of their current speeds and how they compare to the posted speed limit.
 - Low-cost treatment that can help make motorists aware of the posted speed limit and when they are speeding.
 - Reduced speed typically reduces severity in the event of a crash, especially angle and turning crashes.
- **High-Visibility Enforcement** – Universal traffic strategy approach designed to create a deterrence and change unlawful traffic behaviors related to speeding or reckless, distracted, and impaired driving.
 - Extra law enforcement presence during off-peak hours increases speed compliance.
- **Roadside Maintenance** – Trim or remove vegetation along the roadway that impedes visibility of driveways, roadside features, and prevent motorists turning onto Dixie Highway from properly judging gaps in traffic, as shown in Figure 5-12.
 - Prioritize foliage maintenance activities for near-term improvements.
- **Turning Channelization** – There are many access points from Dixie Highway into commercial parking lots. Convert some of these to right-in/right-out with the intent of reducing the frequency of angle and turning crashes.
 - Even though the number of vehicles making left-turns onto southbound Dixie Highway from the commercial buildings would be expected to remain the same, the mainline Dixie Highway traffic will not have to be as concerned with the roughly eight opportunities at access points for left-turning vehicles to cross northbound traffic for the southbound travel lanes.

5.2.2 County Jurisdiction Priority Segments

5.2.2.1 Vollmer Road from Dixie Highway to Cambridge Avenue

Segment Priority Rank - County Jurisdiction: #1

Emphasis Areas: Speed Management

This 0.4-mile portion of Vollmer Road, shown with the yellow line in Figure 5-13, is situated at the southeast corner of the village and is just east of the Flossmoor Golf Club. Similar concerns have been expressed about speeding vehicles through this section and speed management techniques should be considered. This priority segment is largely residential, with two smaller commercial buildings on the southeast portion of corridor, while a portion of the south side of the street is jurisdiction of the neighboring agency. Coordination between neighboring jurisdictions should be considered during the evaluation or feasibility process. Addressing speed-related issues that are currently observed could lead to a more welcoming environment for active transportation modes, too.



Figure 5-13. Vollmer Road from Cambridge Avenue to Dixie Highway

Table 5-6 shows the majority of crashes along this segment of roadway being some variation of rear end or front to rear crashes, combining for more than 80 percent of the KABCO crashes. This can largely be attributed to the roughly 18 access points or residential driveways along the 0.4-mile corridor.

What do residents say about this location?

- "Speeds are dangerously excessive."
- "A speeding car recently ran off the road and hit a AT&T utility box."

Table 5-6. Vollmer Road (Dixie to Cambridge) Crash History (2015-2019)

Crash Type	Crash Severity					Total	KAB %	KABCO %
	Fatal (K)	A-Injury	B-Injury	C-Injury	PDO			
Animal	0	0	0	0	1	1	0%	3.1%
Fixed Object	1	0	1	0	1	3	20.0%	9.4%
Front to Rear	0	0	1	1	4	6	10.0%	18.8%
Head On	0	0	0	0	1	1	0%	3.1%
Rear End	0	0	6	1	13	20	60.0%	62.5%
Turning	0	0	1	0	0	1	10.0%	3.1%
Total	1	0	9	2	20	32	100%	100%

Excessive speeding was a primary safety concerns from engagement activities along this corridor. The combination of excessive speeding and frequent access points, where vehicles are coming to unexpected slow speeds to make a turn to a driveway, is the most likely culprit for the overwhelming number of rear end and front to rear crashes. Since removing driveways to residential homes is not an option, other methods need to be used to slow drivers down.

- **Speed Feedback Signs** – Uses motion-sensing technology to provide live feedback to motorists of their current speeds and how they compare to the posted speed limit.
 - Low-cost treatment that can be relocated periodically to existing signage, as shown in Figure 5-14.
 - Reduced speed typically reduces severity in the event of a crash.
 - Establish project limits and identify potential constraints such as route designation along Vollmer Road and what priority is currently given to vehicle traffic.
 - Conduct traffic study and signal warrant analysis at Vollmer Road and Cambridge Avenue to evaluate alternatives to speed management techniques.



Figure 5-14. Re-locatable speed feedback sign

5.2.2.2 Vollmer Road from Kedzie Avenue to Oak Lane Road

Segment Priority Rank - County Jurisdiction: #2

Emphasis Areas: Heavy Vehicles, Pedestrians & Bicyclists, Speed Management

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Figure 5-15 shows a yellow line that represents a 0.56-mile section of Vollmer Road that travels under the Metra train tracks and straddles the border between Flossmoor and Olympia Fields. This segment has been a cause of large trucks frequently hitting and getting stuck under the viaduct structure, causing severe traffic backups. Additionally, the lack of sidewalks or bike facilities creates undesirable conflicts between pedestrian or bike and vehicles. This provides an opportunity for greater sidewalk and bike connectivity for the west and east sides of the village and will require municipal coordination between the jurisdictions that are adjacent to this segment

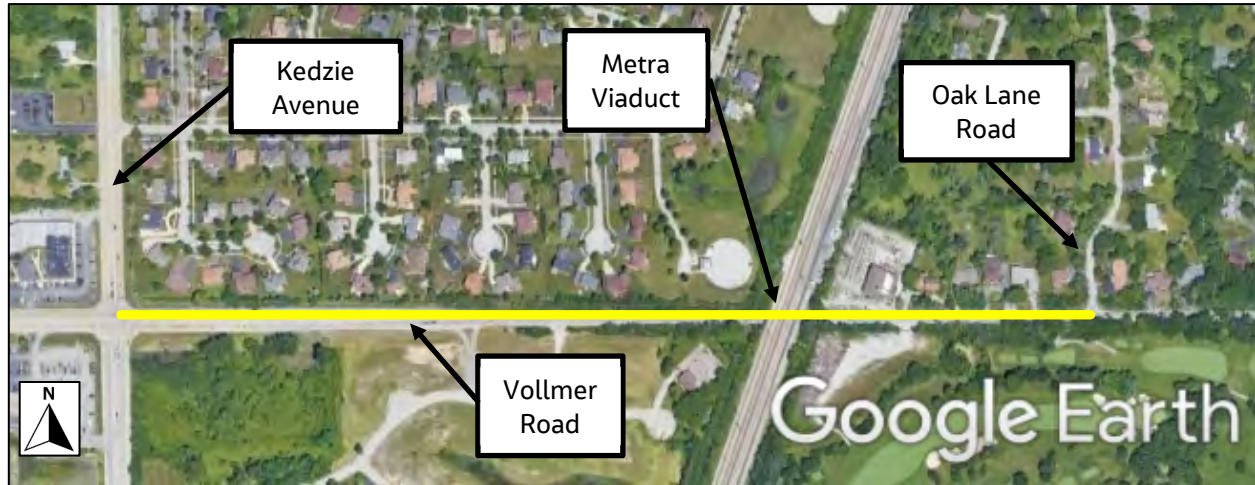


Figure 5-15. Vollmer Road from Kedzie Avenue to Oak Lane Road

Table 5-7. Vollmer (Kedzie to Oak) Crash History (2015-2019)

Crash Type	Crash Severity					Total	KAB %	KABCO %
	Fatal (K)	A-Injury	B-Injury	C-Injury	PDO			
Fixed Object	0	0	0	3	37	40	0%	48.8%
Front to Rear	0	0	0	0	3	3	0%	3.7%
Head On	0	0	1	0	0	1	10.0%	1.2%
Other Non-Collision	0	0	0	0	1	1	0%	1.2%
Rear End	0	0	6	1	24	31	60.0%	37.8%
Sideswipe - OD	0	1	0	0	1	2	10.0%	2.4%
Sideswipe - SD	0	1	0	0	1	2	10.0%	2.4%
Turning	0	0	1	0	1	2	10.0%	2.4%
Total	0	2	8	4	68	82	100%	100%

SD - Same Direction

OD - Opposite Direction

- **Sidewalks** – Concrete paths that are often adjacent to public roadways allow for pedestrians and bicyclists to travel along similar paths to motorized vehicles. Facilities should be designed for full ADA compliance with adequate ramps and lateral space.
 - The sidewalk recommendation is intended for at least one of side of the corridor, north or south. An additional feasibility study may be required to determine the most appropriate pedestrian facility (e.g. multiuse path)
 - On both the north and south side of the Metra viaduct, there is currently about 9 feet of available width between the bridge piers and the retaining wall. This could be used for sidewalk or path construction. Metra owns the western half of the viaduct, while Canadian National Railway owns the eastern half. Coordination with these two railroads is suggested for any of the improvements near railroads.
 - One of the most difficult tasks in implementing a sidewalk project is to establish project limits and identify constraints for sidewalk construction. Additionally, with major construction on Vollmer Road, it would be likely that one direction of travel would need to be closed, resulting in the need of a thorough Maintenance of Traffic plan. The next nearest east-west connection is 1 mile to the north at Flossmoor Road and 1.5 miles to the south at US-30.
- **Heavy Vehicles** – During meetings with the steering committee and officers from the police department, along with discussions with residents, the most desired improvement for heavy vehicles along this corridor would be the prevention of heavy vehicle collisions with the Metra bridge structure overhead. To create a deterrence to this, there is advanced warning signage with flashing beacons in both directions prior to the bridge, yet collisions are still occurring.
 - A complete roadway rehabilitation of this corridor will create a more significant sag vertical curve in order to increase the vertical clearance between the roadway and the bottom of the Metra bridge structure.
 - If implementing a roadway rehabilitation, consider simultaneous construction of a multi-use path or sidewalk.
- **Speed Feedback Signs** – Uses motion-sensing technology provides live feedback to motorists of their current speeds and how they compare to the posted speed limit. An example of a speed feedback sign currently located in Flossmoor is shown in Figure 5-14.
 - Low-cost treatment that can help make motorists aware of the posted speed limit and when they are speeding.
 - Reduced speed typically reduces severity in the event of a crash.

What do residents say about this location?

- "Heavy vehicles and trucks get stuck under the overpass due to clearance, need signage and other means to reroute them elsewhere, stopped trucks create backups and endanger other drivers."
- "No sidewalk, dangerous to try and cross under the viaduct by foot."

5.2.2.3 Kedzie Avenue from Viking Drive to 186th Street

Segment Priority Rank - County Jurisdiction: #3

Emphasis Areas: Pedestrians & Bicyclists, Young Road Users, Speed Management

Village of Flossmoor: Local Road Safety Plan

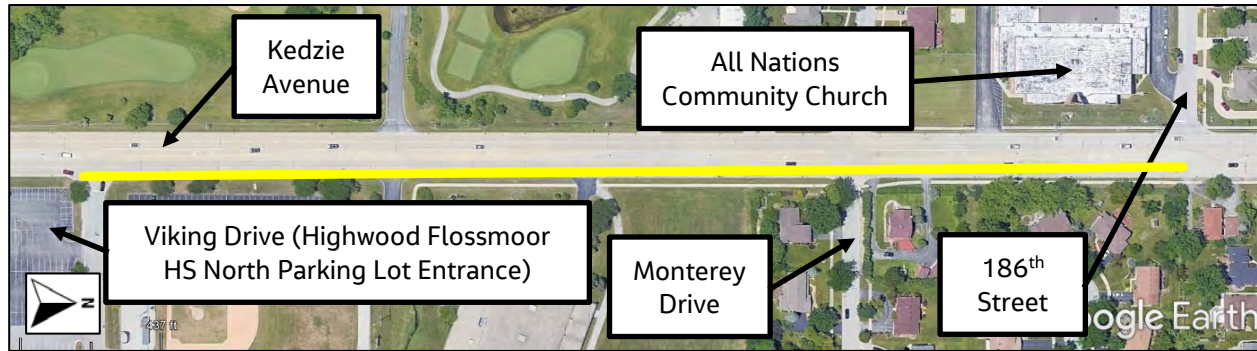


Figure 5-16. Kedzie Avenue from Viking Drive to 186th Street

The 0.35-mile priority segment along Kedzie Avenue, represented by the yellow line in Figure 5-16, is situated on the west side of Homewood-Flossmoor (HF) High School. Coyote Run Golf Course is located just west of the corridor while All Nations Community Church is located on the west side of Kedzie Avenue just south of 186th Street.

On northbound Kedzie Avenue there are two signs reading "SPEED LIMIT 20 MPH ON SCHOOL DAYS WHEN CHILDREN ARE PRESENT - FINES HIGHER". However, the normal posted speed limit along this section is 40 MPH. Similarly, the southbound direction of Kedzie Avenue has a normal speed limit of 45 MPH but only one school speed limit sign with the same message indicating higher fines. This particular sign is located about 400 feet south of Monterey Drive.

Table 5-8. Kedzie Avenue (Viking to 186th) Crash History (2015-2019)

Crash Type	Crash Severity					Total	KAB %	KABCO %
	Fatal (K)	A-Injury	B-Injury	C-Injury	PDO			
Angle	0	0	0	0	1	1	0%	12.5%
Fixed Object	0	0	0	0	2	2	0%	25.0%
Front to Rear	0	1	0	0	0	1	50.0%	12.5%
Rear End	0	1	0	0	1	2	50.0%	25.0%
Sideswipe - SD	0	0	0	0	1	1	0%	12.5%
Turning	0	0	0	0	1	1	0%	12.5%
Total	0	2	0	0	6	8	100%	100%

SD - Same Direction

On Kedzie Avenue, along the west side of the high school property, individuals have expressed concern about the lack of adequate crossings and sidewalks on both sides of the road for students walking or biking to the high school. Access provided by new or reconstructed sidewalks would allow students to choose the route or mode they wish to travel. As expected, vehicle traffic is high during morning and afternoon hours coinciding with the start and end of the school day, so it is important to have the non-motorized infrastructure in place and meet ADA standards to provide safe travel alternatives.

What do residents say about this location?

- "A sidewalk or path on both sides of the road from Monterey Drive to the HF High School would be beneficial for these residents."
- "Young drivers, pedestrians, school zones, intersection."

- **Sidewalks** – Concrete paths that are often adjacent to public roadways allow for pedestrians and bicyclists to travel along similar paths to motorized vehicles. Facilities should be designed for full ADA compliance with adequate ramps and lateral space, as shown in Figure 5-17.



Figure 5-17. ADA-compliant sidewalk curb ramps

- Repair of damaged or shifted concrete slabs, and upgrade to ADA-compliant curb ramps on both sides of the road.

- **Safe Routes to School** – Investigate a SRTS plan for HF high school.
- **Young Drivers** – Continue collaboration efforts with Village and school staff to assist young drivers' ability to judge gaps in traffic when entering and exiting school property.

Speed Feedback Signs – Uses motion-sensing technology provides live feedback to motorists of their current speeds and how they compare to the posted speed limit. An example of a speed feedback sign currently located in Flossmoor is shown in Figure 5-14.

- Low-cost treatment that can help make motorists aware of the posted speed limit and when they are speeding.

5.2.3 Municipal Jurisdiction Priority Segments

5.2.3.1 Flossmoor Road from Dixie Highway to Western Avenue

Segment Priority Rank - Municipal Jurisdiction: #1

Emphasis Areas: Pedestrians & Bicyclists, Speed Management



Figure 5-18. Flossmoor Road from Dixie Highway to Travers Lane (eastern half)



Figure 5-19. Flossmoor Road from Western Avenue to Travers Lane (western half)

This portion of Flossmoor Road, shown in Figures 5-18 and 5-19 by the yellow lines, has a functional classification of a major collector and a posted speed limit of 30 MPH. The AADT of this section is 6,250. This corridor primarily consists of residential driveway access points.

This corridor has multiple recommendations with overlapping emphasis areas that are being targeted. Primary safety concerns from steering committee meetings and public input include excessive speeding and inadequate pedestrian crossings. These issues are addressed through the below recommendations, including the installation of bicycle lanes, traffic-calming measures, and speed feedback signs. This multifaceted approach attempts to improve safety performance by addressing concerns from multiple angles, including modifying driver behaviors through environmental changes as well as through improved enforcement. Recommendations should be studied further prior to implementation to help optimize their effectiveness and to work within the constraints of the roadway environment.

Table 5-9. Flossmoor Road (Dixie to Western) Crash History (2015-2019)

Crash Type	Crash Severity					Total	KAB %	KABCO %
	Fatal (K)	A-Injury	B-Injury	C-Injury	PDO			
Fixed Object	1	0	1	0	0	2	66.7%	66.7%
Rear End	0	0	1	0	0	1	33.3%	33.3%
Total	1	0	2	0	0	3	100%	100%

Table 5-9 shows there are no frequent patterns of crashes along this corridor. Instead, many of the suggested countermeasures have relied on the public comments that were provided by residents.

What do residents say about this corridor?

- "There are no pedestrian facilities to cross Flossmoor Road."
 - "The crosswalk between Flossmoor Road and Idlewild Country Club across Dixie Highway was recently removed, concern from myself and others who frequently need to walk across that street."
 - "Flossmoor Road between Western Ave and Dixie Highway has become a racetrack with everything from general speeding to actual drag racing. Noise is horrendous and the speed is terrifying."
 - "Intersection of Dixie Highway and Flossmoor Road and Cambridge Avenue is a "terrible turn", poor visibility, overly complex, need better design."
 - "Flossmoor Road between Western and Dixie is prone to speeders and lacks some sidewalk. Bike lanes would be useful here!"
- **Bicycle Lanes** – a dedicated space on roadways for bicyclists to occupy through pavement markings including solid edge lines, pavement markings to indicate warning text, and sometimes a solid color fill throughout the lane. For additional protection, a raised curb or barrier can also be integrated into plans for bike lanes. With the existing cross section measuring 32 feet, a cross section similar to what is shown in Figure 5-6 can be implemented.
 - Provides a clear, dedicated space for commuters and recreational cyclists.
 - Dedicated space may encourage more cycling activity.
 - **Traffic Calming** – use of various low-impact design features, as shown in Figure 5-20, along with modifications to the roadway and the surrounding environment to indirectly slow down vehicle traffic and create a more friendly environment for non-motorized road users.
 - Reduces vehicle speed by installing raised crosswalks. Consider installing advanced warning sign with this countermeasure.
 - May create a renewed sense of community with more pedestrian-oriented areas.
 - Establish project limits and identify potential physical barriers.
 - Determine the best combination of improvements while considering available resources.

Speed Feedback Signs –

Uses motion-sensing technology provides live feedback to motorists of their current speeds and how they compare to the posted speed limit. An example of a speed feedback sign currently located in Flossmoor is shown in Figure 5-14.

- Low-cost treatment that can help make motorists aware of the posted speed limit and when they are speeding.



Figure 5-20. Traffic calming examples

5.2.3.2 Park Drive from Sterling Avenue to Argyle Avenue

Segment Priority Rank - Municipal Jurisdiction: #2

Emphasis Areas: Pedestrians & Bicyclists, Intersections

The Central Business District was discussed earlier in Section 5.1, largely based on conversations about the area being a focal point for improvements for the village. From a quantitative standpoint, a 1/10th of a mile section of Park Drive, shown in Figure 5-21, is a municipal jurisdiction priority segment.

Although Figure 5-10 shows the crash history along this corridor is minimal, there were a significant amount of public comments that focused on this area of the CBD.

What do residents say about this location?

- "The mailbox placement on the traffic circle causes problems and inhibits traffic flow."
- "Motorists speed through downtown and ignore crosswalks. I would love a traffic camera to ticket motorists not observing pedestrians in the crosswalk."



Figure 5-21. Park Drive from Sterling Avenue to Argyle Avenue

Table 5-10. Park Drive (Sterling to Argyle) Crash History (2015-2019)

Crash Type	Crash Severity					Total	KAB %	KABCO %
	Fatal (K)	A-Injury	B-Injury	C-Injury	PDO			
Parked Motor Vehicle	0	0	0	0	1	1	0%	100.0%
Total	0	0	0	0	1	1	NA	100%



Figure 5-22. Improvements at Park Drive and Central Drive

- **Pedestrian Facilities** – High-visibility pedestrian crossings, shown in Figure 5-22 are generally easily implementable but must be coordinated with future improvements planned in the downtown area. A specific variation of a high-visibility crossing would be a raised crosswalk that doubles as a speed bump, as shown in Figure 5-23.

- Additionally, facilities should be designed for full ADA compliance with adequate ramps and lateral space.

- **Pedestrian Visibility** – The current location of the mailbox on the traffic circle can create issues with vehicles seeing pedestrians. When a large body vehicle is stopped at the mailbox and a trailing vehicle attempted to pass the large vehicle, the passing vehicle would have a hard time seeing a pedestrian crossing from the traffic circle in the westbound direction.
 - Assess if a relocation of the traffic circle's mailbox to Central Drive is viable since it is a one-way route.



Figure 5-23. Raised crosswalk example

- **Intersection Improvements** – Renderings shared in Section 5.1 show new channelization with raised curbs that act as beneficial features for both drivers and pedestrians. Drivers benefit from this because the channelization acts as positive reinforcement to continue along the traffic circle in the correct

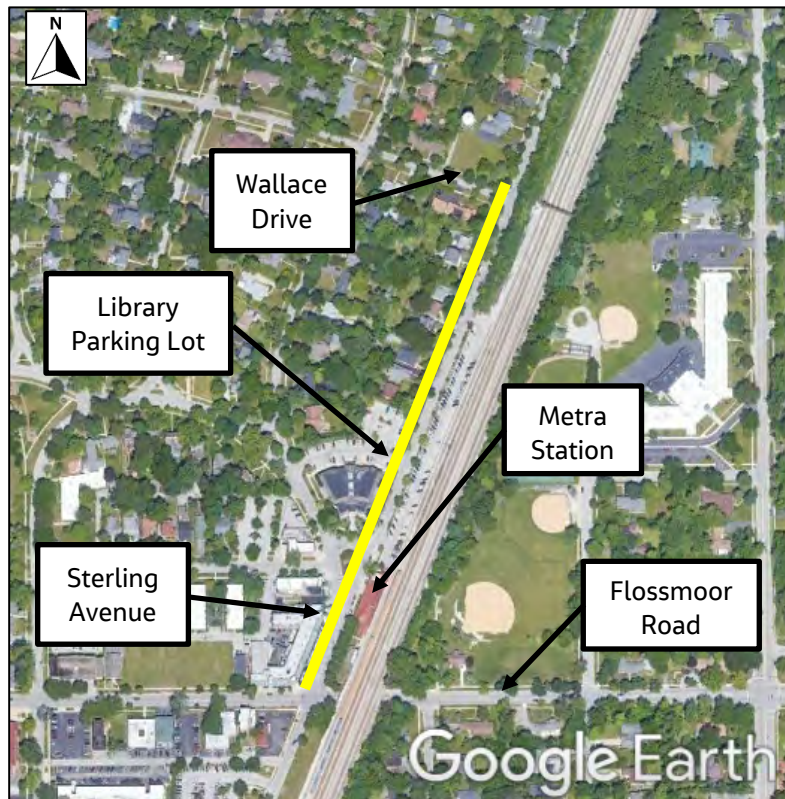
direction. Pedestrians and bicyclists benefit from the proposed raised curbed areas due to the reduced crossing distance, which implies less time being exposed in the roadway.

5.2.3.3 Sterling Avenue from Flossmoor Road to Wallace Drive

Segment Priority Rank - Municipal Jurisdiction: #3

Emphasis Areas: Pedestrians and Bicyclists

This section of Sterling Avenue, shown by the yellow line in Figure 5-24, has a 25 MPH speed limit and is a vital connection into the downtown area and the Metra station. South of the library parking lot, which is near the midpoint of the 0.27-mile priority segment, is a mix of local businesses, a portion of the parking lot for the Metra commuters, and the Metra station. North of the library parking lot includes the other half of the Metra parking lot and more residential homes to the north. There are designated on-street parking spots sprinkled throughout the southern section of this segment as well.



What do residents say about this location?

- "We need bike lanes on Sterling Avenue near the Metra Station."
- "Drivers are constantly running the stop sign at Sterling on the southeast side of the library."
- "The downtown area is out of control...people are not following the rules of the road."
- "We need better enforcement at the traffic circle stop signs."

Figure 5-24. Park Drive from Sterling Avenue to Argyle Avenue

Similar to the first and second ranking municipal segments, Sterling Avenue has very few reported crashed from 2015 to 2019, as shown in Table 5-11.

Village of Flossmoor: Local Road Safety Plan

Table 5-11. Park Drive (Sterling to Argyle) Crash History (2015-2019)

Crash Type	Crash Severity					Total	KAB %	KABCO %
	Fatal (K)	A-Injury	B-Injury	C-Injury	PDO			
Angle	0	0	1	0	1	2	100.0%	66.7%
Parked Motor Vehicle	0	0	0	0	1	1	0%	33.3%
Total	0	0	1	0	2	3	100%	100%

- **Bicycle Lanes** – A dedicated space on roadways for bicyclists to occupy through pavement markings including solid edge lines, warning text, and sometimes a solid color fill throughout the lane. Figure 5-25 shows one variation of possible bike lane configurations where both directions of bike travel are located on the same curb line. In between the bike lanes and active traffic is a hatched buffer area next to on-street parking. If the parallel street parking on the east side of Sterling Avenue was removed, the implementation of bike lanes would become much more practical.
 - Begin building a bicycle infrastructure network in Flossmoor to promote active transportation and safe streets for all users.
 - Establishes a focus on non-motorized transportation near the downtown area.



Figure 5-25. Two-way bicycle lane example

5.3 Priority Intersections

Intersections were identified as a priority based on the highest normalized PM score, as described in the beginning of Section 5. The intersections that received the highest scores include three locations for each state, county, and municipal jurisdictions and multiple safety countermeasures have been identified. Table 5-12 shows the nine intersections and corresponding information. All three of the state intersections are signalized. The prioritized county intersections consist of two signalized and one all-way stop controlled intersections, while all three municipal intersections are uncontrolled or a traffic control device is absent. Figure 5-26 shows the distribution of traffic control types of the priority intersections and the corresponding number of projects recommended at those particular traffic control devices locations.

It is recommended that the village prioritize those projects which exhibit the greatest opportunity for improvement, featuring multiple countermeasure recommendations. Treatment of these locations will be expected to have the greatest impact, addressing multiple safety issues and resident concerns within a single project. All aerial figures in Section 5.3 include a yellow star that represents the intersection midpoint.

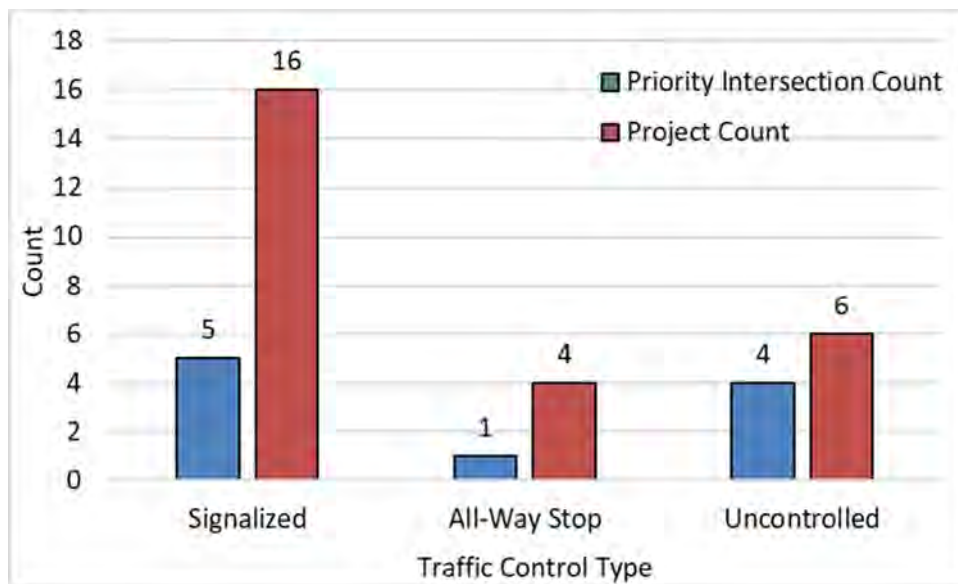


Figure 5-26. Traffic Control Distribution and Project Summary by Priority Intersection and

Table 5-12. Details of Priority Intersection

Priority Rank	Street Name 1	Street Name 2	Jurisdiction	IRIS Inventory + Beginning Station	Total Entering Vehicles	KABCO Crash Frequency and Weights (2015-2019)					PM Score - Crashes	PM Score - Comments	PM Score Sum	Normalized PM Score * 1,000,000
						K - 217.248	A - 23.757	B - 6.546	C - 3.036	PDO - 1.0				
1	Western Avenue	Vollmer Road	State	016 92845 000000_3.32	27,900	0	2	15	23	127	342.53	6	348.53	12,492.19
2	Crawford Road	Vollmer Road	State	016 91629 000000_3.98	33,150	0	4	13	17	80	311.74	0	311.74	9,403.86
3	Governor's Highway	Vollmer Road	State	016 91629 000000_4.71	29,650	0	2	13	7	42	195.86	0	195.86	6,605.87
1	Flossmoor Road	Kedzie Avenue	County	016 92831 000000_31.19	21,400	0	3	9	8	20	174.47	3	177.47	8,293.13
2	Flossmoor Road	Sterling Avenue	County	016 01052 001985_0.68	8,300	0	0	1	3	9	24.65	11	35.65	4,295.66
3	Vollmer Road	Kedzie Avenue	County	016 91629 000000_4.99	27,650	0	0	8	6	48	118.58	0	118.58	4,288.75
1	189th Street	Springfield Avenue	Municipality	016 02160 001985_0.25	NA	0	0	2	0	4	17.09	0	17.09	NA
2	189th Street	Hamlin Avenue	Municipality	016 03035 001985_0.25	NA	0	0	1	2	0	12.62	0	12.62	NA
3	Argyle Avenue	Gordon Drive	Municipality	016 03061 001985_0.27	NA	0	0	1	0	2	8.55	2	10.55	NA
					Total -	0	11	63	66	332				

Attachment: CMAP_VoF_LRSP_20220629_appendix_not_included (6-30-22) (LRSP Approval - Resolution)

5.3.1 State Jurisdiction Priority Intersections

5.3.1.1 Western Avenue at Vollmer Road

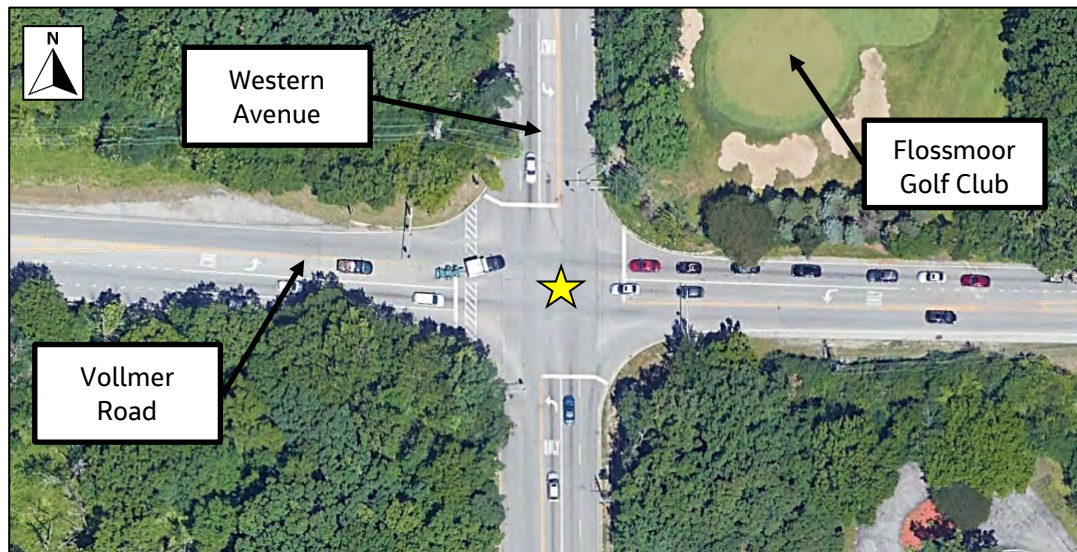


Figure 5-27. Western Avenue at Vollmer Road

Intersection Priority Rank - State Jurisdiction: #1

Emphasis Areas: Pedestrians & Bicyclists, Intersections

The signalized intersection of Western Avenue and Vollmer Road, which is shared with Olympia Fields, currently has a marked crosswalk on the west leg of the intersection, as shown in Figure 5-27, but all corners are lacking sidewalks. There are also restrictions on southbound vehicles making right turns in the westbound direction. There were comments at this location from the public requesting the village to investigate safety concerns related to lacking pedestrian facilities, poor driver behavior, low lighting, and poor operational performance. The crash history at this intersection is shown in Table 5-13 below.

Table 5-13. Western Avenue at Vollmer Road Crash History (2015-2019)

Crash Type	Crash Severity					Total	KAB %	KABCO %
	Fatal (K)	A-Injury	B-Injury	C-Injury	PDO			
Rear End	0	0	9	14	74	97	52.9%	58.1%
Turning	0	0	4	7	25	36	23.5%	21.6%
Fixed Object	0	1	0	1	9	11	5.9%	6.6%
Other	0	1	0	0	7	8	5.9%	4.8%
Sideswipe - SD	0	0	0	0	7	7	0%	4.2%
Angle	0	0	1	0	3	4	5.9%	2.4%
Sideswipe - OD	0	0	0	1	2	3	0%	1.8%

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Crash Type	Crash Severity					Total	KAB %	KABCO %
	Fatal (K)	A-Injury	B-Injury	C-Injury	PDO			
Pedestrian	0	0	1	0	0	1	5.9%	0.6%
Total	0	2	15	23	127	167	100%	100%

SD - Same Direction

OD - Opposite Direction

The predominant crash types are rear end and turning related crashes and together account for nearly 80 percent of crashes. Based on the crash history and the concerns expressed by the public, two countermeasures are recommended at this location that is intended to improve signal operations and pedestrian safety.

- **Signal Retiming** – Retiming existing traffic signals is intended to optimize traffic flow and assign right-of-way using various inputs such as approach volumes and lane configuration for times of the day. With current technology, some agencies have the ability to evaluate and retime signal cycles from a centralized traffic control center. This allows for a streamlined process to correct any observable issues that might occur at different times of the day
- **Leading Pedestrian Interval** – A Leading Pedestrian Interval (LPI) is a traffic signal timing treatment. It involves a small modification to the begin times of pedestrian crossing movements, giving pedestrians a 3- to 7-second head start when entering the crosswalk of an intersection relative to the corresponding protected signal phase for left-turning vehicles.
 - A safety analysis of LPI implementation in the City of Chicago documented an estimated 17 percent reduction of total crashes for all severities and nearly a 30 percent reduction in crashes involving pedestrians.
- **Signal Backplates with Retroreflective Borders** – Adding a reflective perimeter around signal heads provide an enhanced visibility factor as vehicles approach the intersection both at night and during the day, by presenting drivers with a distinct, contrasting background. A contributing factor to rear-end crashes is the unanticipated braking of a vehicle as it approached an intersection, resulting in the trailing vehicle rear-ending the front vehicle. This improvement also helps drivers with deteriorating visibility or drivers with color-blindness. Another advantage of this countermeasures, although it ideally occurs infrequently, is that the reflective border provides drivers with an indicator of a signal when there are power outages.
 - This improvement is listed as one of FHWA's "[Proven Safety Countermeasures](#)", carrying an anticipated 15 percent crash reduction factor.
- **Lighting** - The intersection could be improved by adding lighting at each of the corners.
 - This improvement is also listed as one of FHWA's "[Proven Safety Countermeasures](#)", carrying an anticipated 42 percent crash reduction factor for crashes at night that include pedestrians. Additionally, nighttime crashes are expected to be reduced by about 35 percent at urban and rural intersections.
- **New Sidewalks** – The intersection does not have sidewalks even though other pedestrian facilities are present along the west leg of the intersection. Sidewalks would assist in connecting the neighborhoods on the west and east side of Western Avenue.

5.3.1.2 Crawford Road at Vollmer Road

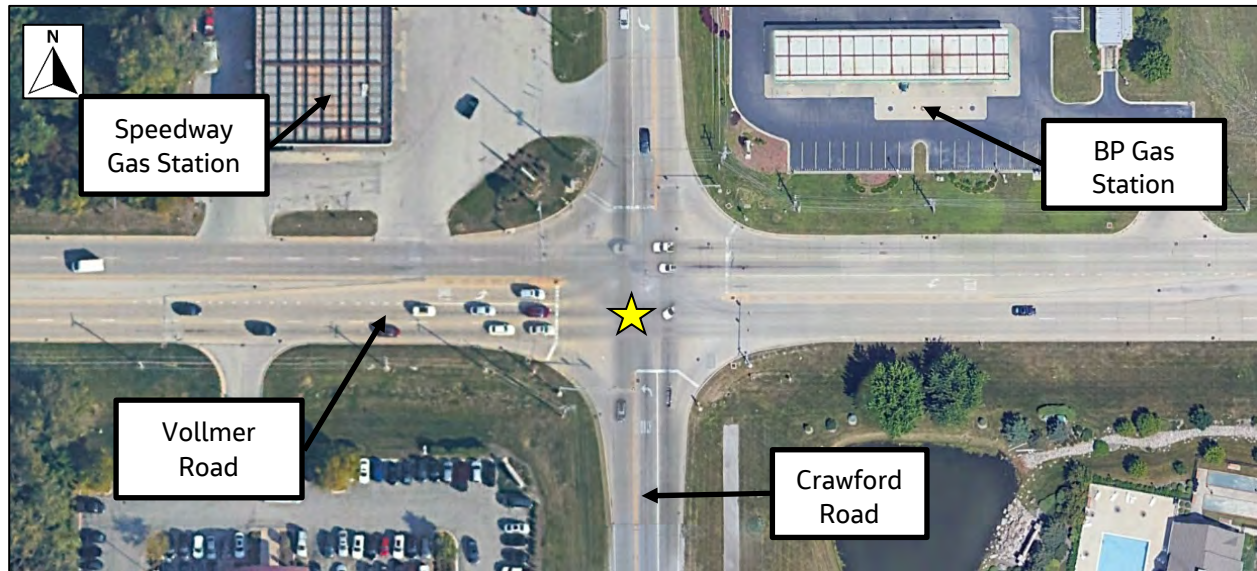


Figure 5-28. Crawford Road at Vollmer Road

Intersection Priority Rank - State Jurisdiction: #2

Emphasis Areas: Intersections

The signalized intersection at Crawford Avenue and Vollmer Road is heavily traveled and has traversable medians on the east and west approaches. Fuel stations are situated on the northwest and northeast quadrants, shown in Figure 5-28, and a medical facility is located in the southwest quadrant. While not much public input was provided specifically to this location, the second priority state jurisdiction intersection has four incapacitating injury crashes with two rear end crashes, one turning crash, and one sideswipe (same direction). Table 5-14 provides the crash history that is broken down by crash type and crash severity. Note that only the northeast quadrant of the intersection belongs to Flossmoor.

Table 5-14. Crawford Avenue at Vollmer Road Crash History (2015-2019)

Crash Type	Crash Severity					Total	KAB %	KABCO %
	Fatal (K)	A-Injury	B-Injury	C-Injury	PDO			
Rear End	0	2	2	7	46	57	23.5%	50.0%
Turning	0	1	6	6	12	25	41.2%	21.9%
Angle	0	0	3	4	10	17	17.6%	14.9%
Sideswipe - SD	0	1	2	0	4	7	17.6%	6.1%
Fixed Object	0	0	0	0	6	6	0%	5.3%
Other	0	0	0	0	1	1	0%	0.9%
Head On	0	0	0	0	1	1	0%	0.9%
Total	0	4	13	17	80	114	100%	100%

SD - Same Direction

The predominant crash types are rear end and turning which combined account for nearly 72 percent of total crashes. One countermeasure recommended for this location can help improve sight distance for turning vehicles and have other operational benefits.

- **Offset Left-Turn Lanes** – Positive offset left-turn lanes are highly effective at improving the safety of left turns at signalized intersections under permissive left-turn phasing (i.e., when making a turn without a green arrow indicating a protected phase) with high volumes of through and turning traffic. This countermeasure aims to improve the visibility of oncoming traffic, leading to the drivers selecting an appropriate gap in traffic to safely maneuver a left turn.
 - Research suggests that introducing a positive offset between opposing left turn lanes may reduce total crashes by nearly 35 percent, angle crashes by 25 percent, rear end crashes by 31 percent or left turn crashes by 38 percent.
- **Signal Backplates with Retroreflective Borders** – Adding a reflective perimeter around signal heads provide an enhanced visibility factor as vehicles approach the intersection both at night and during the day, by presenting drivers with a distinct, contrasting background. A contributing factor to rear-end crashes is the unanticipated braking of a vehicle as it approached an intersection, resulting in the trailing vehicle rear-ending the front vehicle. This improvement also helps drivers with deteriorating visibility or drivers with color-blindness. Another advantage of this countermeasures, although it ideally occurs infrequently, is that the reflective border provides drivers with an indicator of a signal when there are power outages.
 - This improvement is listed as one of FHWA's "[Proven Safety Countermeasures](#)", carrying an anticipated 15 percent crash reduction factor.

5.3.1.3 Governors Highway at Vollmer Road

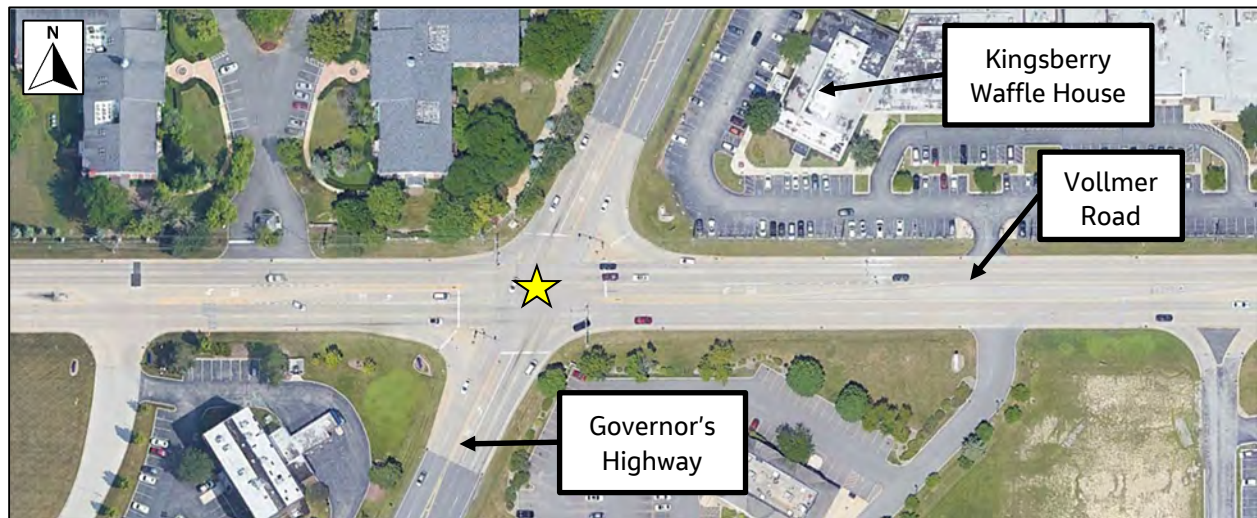


Figure 5-29. Governors Highway at Vollmer Road

Intersection Priority Rank - State Jurisdiction: #3

Emphasis Areas: Intersections

The third-ranking priority state intersection is the signalized intersection at Governor's Highway and Vollmer Road - where only the north side of the intersection belongs to the Village of Flossmoor. Figure 5-29 shows this location has a skewed approach angle that sometimes makes it difficult for drivers to turn

their heads when selecting gaps to make safe turns. Table 5-15 provides the crash history, showing the predominant crash type of rear end and angle. Combined, these crash types account for 74 percent of total crashes.

Table 5-15. Governor's Highway at Vollmer Road Crash History (2015-2019)

Crash Type	Crash Severity					Total	KAB %	KABCO %
	Fatal (K)	A-Injury	B-Injury	C-Injury	PDO			
Rear End	0	0	2	3	25	30	13.3%	47.0%
Angle	0	2	7	2	6	17	60.0%	27.0%
Turning	0	0	4	1	6	11	26.7%	17.0%
Sideswipe - SD	0	0	0	0	2	2	0%	3.0%
Fixed Object	0	0	0	0	4	4	0%	6.0%
Total	0	2	13	6	43	64	100%	100%

SD - Same Direction

The proposed countermeasures for this signalized intersection are intended to improve traffic safety and operational performance. The east and west approaches along Vollmer Road appear to have a 5-foot painted median that could be repurposed to achieve a greater offset for left-turning vehicles. On Governors Highway, the southbound approach currently has "NO TURN ON RED" signs placed on the near and far sides of the intersection box. Restricting this turning movement could be due to traffic volumes being twice as high on the county route versus the state route, along with the skewed approach angle.

- **Offset Left-Turn Lanes** – Positive offset left-turn lanes are highly effective at improving the safety of left turns at signalized intersections under permissive left-turn phasing (i.e., when making a turn without a green arrow indicating a protected phase) with high volumes of through and turning traffic. This countermeasure aims to improve the visibility of oncoming traffic, leading to the drivers selecting an appropriate gap in traffic to safely maneuver a left turn and reduce the likelihood of angle and turning crashes
 - Research suggests that introducing a positive offset between opposing left turn lanes may reduce total crashes by nearly 35 percent, angle crashes by 25 percent, rear end crashes by 31 percent, and left turn crashes by 38 percent.
- **Signal Retiming** – Retiming existing traffic signals is intended to optimize traffic flow and assign right-of-way using various inputs such as approach volumes and lane configuration for times of the day. With current technology, some agencies have the ability to evaluate and retime signal cycles from a centralized traffic control center. This allows for a streamlined process to correct any observable issues.

5.3.2 County Jurisdiction Priority Intersections

5.3.2.1 Flossmoor Road at Kedzie Avenue

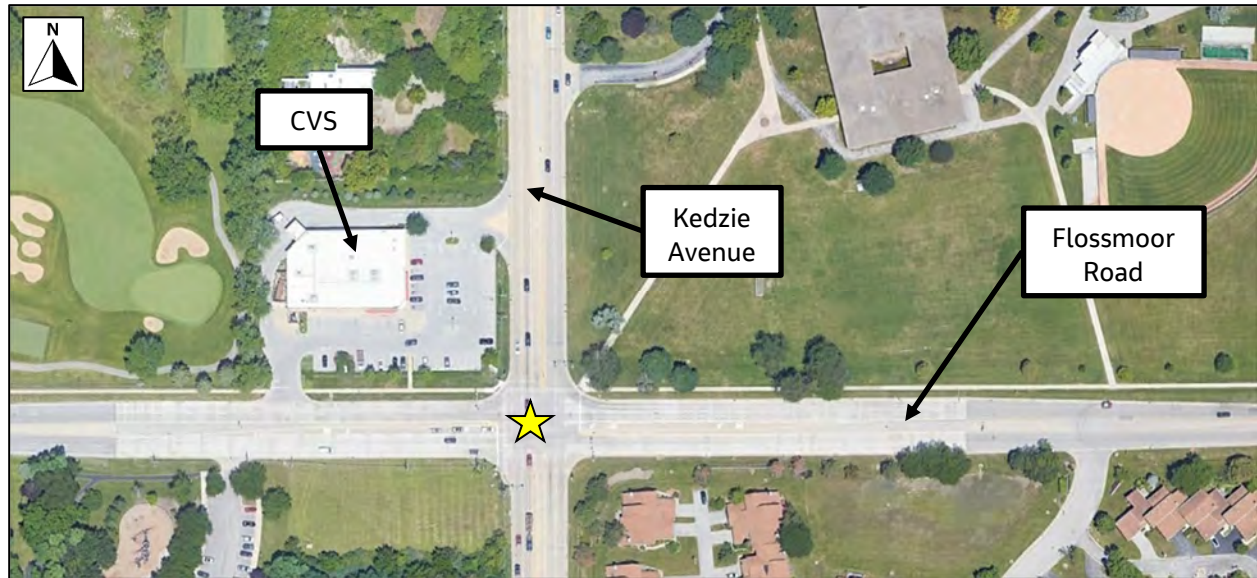


Figure 5-30. Flossmoor Road at Kedzie Avenue

Intersection Priority Rank - County Jurisdiction: #1

Emphasis Areas: Pedestrians & Bicyclists, Intersections

The highest priority intersection along county routes in Flossmoor is the signal at Flossmoor Road and Kedzie Avenue, shown in Figure 5-30. There were 40 total crashes, three resulting in incapacitating injuries from one rear end, fixed object, and pedestrian crash types. The predominant crash type observed at this location is turning crash types, which accounts for 45 percent of total crashes. More detail about the intersection crash history is found in Table 5-16.

Table 5-16. Flossmoor Road at Kedzie Avenue Crash History (2015-2019)

Crash Type	Crash Severity					Total	KAB %	KABCO %
	Fatal (K)	A-Injury	B-Injury	C-Injury	PDO			
Turning	0	0	6	5	7	18	50.0%	45.0%
Rear End	0	1	0	3	4	8	8.3%	20.0%
Angle	0	0	3	0	3	6	25.0%	15.0%
Fixed Object	0	1	0	0	2	3	8.3%	7.5%
Other	0	0	0	0	3	3	0%	7.5%
Sideswipe - SD	0	0	0	0	1	1	0%	2.5%
Pedestrian	0	1	0	0	0	1	8.3%	2.5%
Total	0	3	9	8	20	40	100%	100%

SD - Same Direction

The signalized improvements proposed at this intersection focus on geometric and operational modifications. The two marked crosswalks are approximately 100 feet long and could be shortened by reducing the right-turn curb radius, which reduces the amount of time a pedestrian spends in the roadway. All approaches appear to have a 5-foot painted median that could be repurposed to achieve a positive offset for the opposing left-turn lanes.

- **Right-Turn Geometrics** – An initial traffic study may be needed to determine which design vehicle will control the minimum curb radius for each corner of the intersection. By reducing the curb radius, turning vehicles will need to slow even further in order to comfortably maneuver the turn. Lower speeds also typically mean low severity in the event of a crash.
 - Research performed in Peoria, IL suggests modifying the angle of channelized right turn lanes may help improve overall safety performance. By implementing these changes to right-turn geometric features, it was estimated that crashes could be reduced by as much as 44 percent.
- **Offset Left-Turn Lanes** – Positive offset left-turn lanes are highly effective at improving the safety of left turns at signalized intersections under permissive left-turn phasing (i.e., when making a turn without a green arrow indicating a protected phase) with high volumes of through and turning traffic. This countermeasure aims to improve the visibility of oncoming traffic, as shown in Figure 5-31, and improve the selection of an appropriate gap in traffic to safely maneuver a left turn.
 - Research suggests that introducing a positive offset between opposing left turn lanes may reduce total crashes by nearly 35 percent, angle crashes by 25 percent, rear end crashes by 31 percent, and left turn crashes by 38 percent.

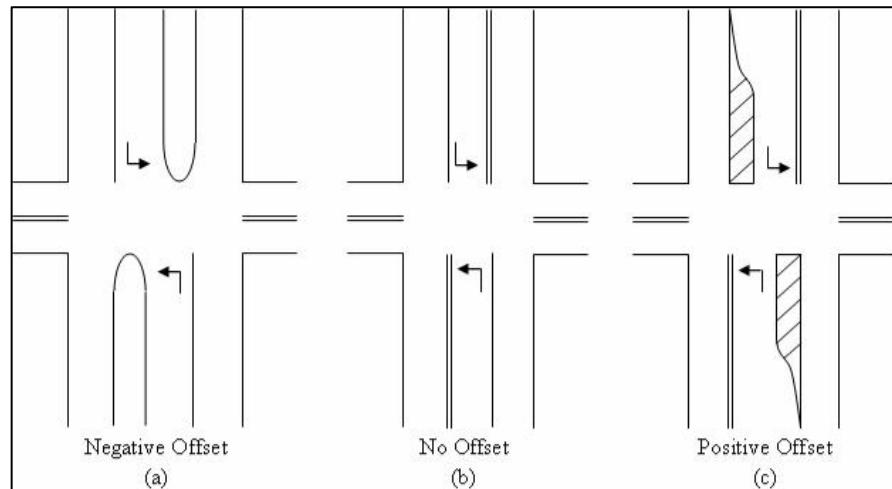


Figure 5-31. Positive offset left turn lanes schematic

- **Signal Retiming** – Retiming existing traffic signals is intended to optimize traffic flow and assign right-of-way using various inputs such as approach volumes and lane configuration for times of the day. With current technology, some agencies have the ability to evaluate and retime signal cycles from a centralized traffic control center. This allows for a streamlined process to correct any observable issues.
- **Leading Pedestrian Interval** – This is the same improvement that is proposed at Western Avenue/Vollmer Road. Coordination with Cook County is highly recommended since there is interest from the county to implement multiple LPIs along Flossmoor Road. This location is similar to the Governors Highway signal by retiming the signals to allow for pedestrians to get a head start of crossing the roadway.
 - A safety analysis of LPI implementation in the City of Chicago documented an estimated 17 percent reduction of total crashes for all severities and nearly a 30 percent reduction in crashes involving pedestrians.

5.3.2.2 Flossmoor Road at Sterling Avenue

Intersection Priority Rank - County Jurisdiction: #2

Emphasis Areas: Pedestrians & Bicyclists, Intersections

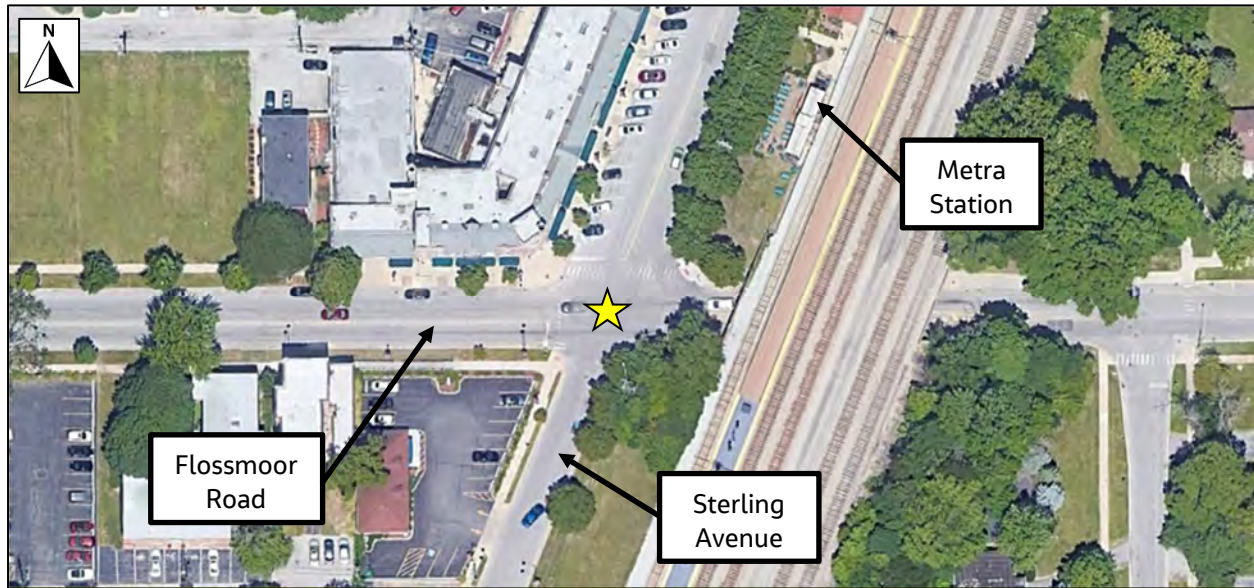


Figure 5-32. Flossmoor Road at Sterling Avenue

The second highest priority county location is shown in Figure 5-32 at the intersection of Flossmoor Road and Sterling Avenue. This location experienced 13 crashes in the five years of data analyzed and the predominant crash type observed was angle crashes. Table 5-17 provides the complete intersection crash history.

Table 5-17. Flossmoor Road at Sterling Avenue Crash History (2015-2019)

Crash Type	Crash Severity					Total	KAB %	KABCO %
	Fatal (K)	A-Injury	B-Injury	C-Injury	PDO			
Angle	0	0	0	1	4	5	0.0%	39.0%
Rear End	0	0	0	2	2	4	0.0%	31.0%
Fixed Object	0	0	0	0	2	2	0.0%	15.0%
Turning	0	0	1	0	1	2	100.0%	15.0%
Total	0	0	1	3	9	13	100%	100%

The improvements at the all-way stop-controlled intersection of Flossmoor Road and Sterling Avenue primarily focus on pedestrian enhancements. This intersection has angled street parking for the southbound direction located on the northwest quadrant. Parallel street parking on the northern side of the western leg of Flossmoor Road indicates pedestrian traffic is fairly common. The improvements and ideas for implementation are described as follows:

- **Right-Turn Geometrics** – As mentioned at a previous priority intersection, an initial traffic study may be needed to determine which design vehicle will control the minimum curb radius for each corner of the intersection. By reducing the curb radius, turning vehicles will need to slow down even more in order to comfortably maneuver the turn. Lower speeds also typically mean low severity in the event of a crash.
 - Research performed in Peoria, IL suggests by modifying the angle of channelized right turn lanes may help improve overall safety performance. By implementing these changed to right-turning geometric, it was estimated that crashes could be reduced by as much as 44 percent.
- **Bump Outs** –Right-turn geometrics improvement is intended to make a pedestrian waiting to cross the street more visible without having to walk into the roadway. Extending the curbs, shown in Figure 5-33, would provide greater visibility for approaching vehicles and non-motorized individuals using the sidewalks to cross the street.
- **High-Visibility Pedestrian Crossing** – Replace existing crosswalk with higher-emphasis ladder-style design as they are more eye-catching and distinct from other pavement markings. Based on aerial imagery, the existing pavement markings appear distressed and faded.
 - Research that studied high-visibility crosswalks saw an estimated 40 percent reduction in crashes involving pedestrians.
- **In-Street Pedestrian Signs** – A lower-cost option to improve pedestrian visibility is to use in-street pedestrian signs, shown in Figure 5-34. This improvement creates a narrow “gate” that vehicles must drive through to avoid hitting the signs, typically achieved by reducing travel speeds This is intended to reduce the likelihood of higher-severity crashes if the crossing device is interpreted correctly and drivers are compliant.



Figure 5-33. Example of pedestrian bump-outs



Figure 5-34. In-street pedestrian crossing sign

5.3.2.3 Vollmer Road at Kedzie Avenue

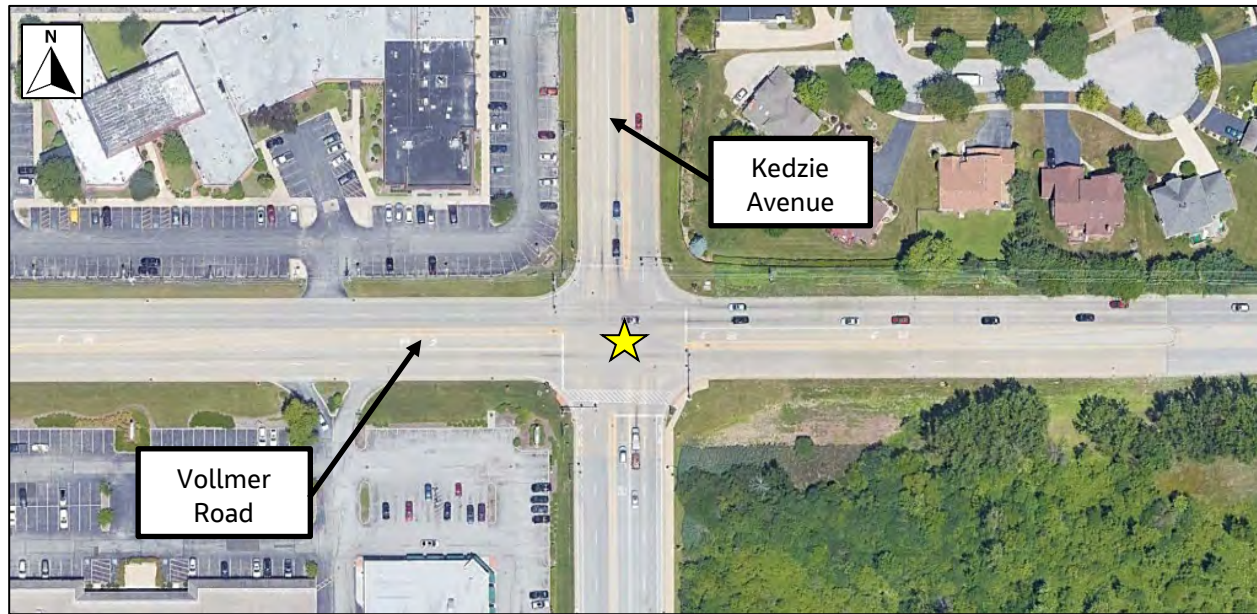


Figure 5-35. Vollmer Road at Kedzie Avenue

Intersection Priority Rank - County Jurisdiction: #3

Emphasis Areas: Pedestrians & Bicyclists, Intersections

The third highest priority location for county routes is the intersection of Vollmer Road and Kedzie Avenue, shown in Figure 5-35. This location did not specifically receive any public comments however there were 62 reported crashes at this signalized intersection. Table 5-18 provides the crash history. The predominant crash types observed were rear end and turning which combined account for nearly 74 percent of the total crashes.

Although the crash data does not show any bicyclists crashes, the intersection has inconsistent bicyclist facilities. The south leg of the intersection has bike lanes on both sides of Kedzie Avenue. However, the bike lanes do not continue on any of the other three legs.

Table 5-18. Vollmer Road at Kedzie Avenue Crash History (2015-2019)

Crash Type	Crash Severity					Total	KAB %	KABCO %
	Fatal (K)	A-Injury	B-Injury	C-Injury	PDO			
Angle	0	0	0	1	4	5	0.0%	39.0%
Rear End	0	0	0	2	2	4	0.0%	31.0%
Fixed Object	0	0	0	0	2	2	0.0%	15.0%
Turning	0	0	1	0	1	2	100.0%	15.0%
Total	0	0	1	3	9	13	100%	100%

The improvements at the signalized intersection focus on traffic operations and pedestrian enhancements. This intersection has one marked crosswalk on the southern leg and only has a sidewalk on the southeast quadrant along Kedzie Avenue. The improvements and ideas for implementation are described as follows:

- **Signal Retiming** – Suggested on some of the priority intersections, retiming existing traffic signals is intended to optimize traffic flow and assign right-of-way using various inputs such as approach volumes and lane configuration for times of the day. With current technology, some agencies have the ability to evaluate and retime signal cycles from a centralized traffic control center. This allows for a streamlined process to correct any observable issues.
- **Leading Pedestrian Interval** – This is the same improvement that is proposed at Western Avenue/Vollmer Road and Flossmoor Road/Kedzie Avenue. Coordination with Cook County is highly recommended since there is interest from the county to implement multiple LPIs along Flossmoor Road and Vollmer Road. This location is similar to the other signal mentioned in a way that retiming the signals to allow for pedestrians to get a head start of crossing the road.
 - A safety analysis of LPI implementation in the City of Chicago documented an estimated 17 percent reduction of total crashes for all severities and nearly a 30 percent reduction in crashes involving pedestrians.
- **New Sidewalks** – Only the east side of the south leg of Kedzie Avenue has a sidewalk. With many retail locations on the west side of Kedzie Avenue, a sidewalk on either the north or south side of Vollmer Road would be beneficial to both pedestrians and bicyclists.

5.3.3 Municipal Jurisdiction Priority Intersections

5.3.3.1 189th Street at Springfield Avenue

Intersection Priority Rank - Municipal Jurisdiction: #1

Emphasis Areas: Pedestrians & Bicyclists, Intersections

Figure 5-36 shows the highest scored municipal jurisdiction location is 189th Street at Springfield Avenue. This high priority intersection is uncontrolled and is located near the northwestern corner of the Village of Flossmoor boundary. Crash history is described in Table 5-19 and consists of six angle crashes.

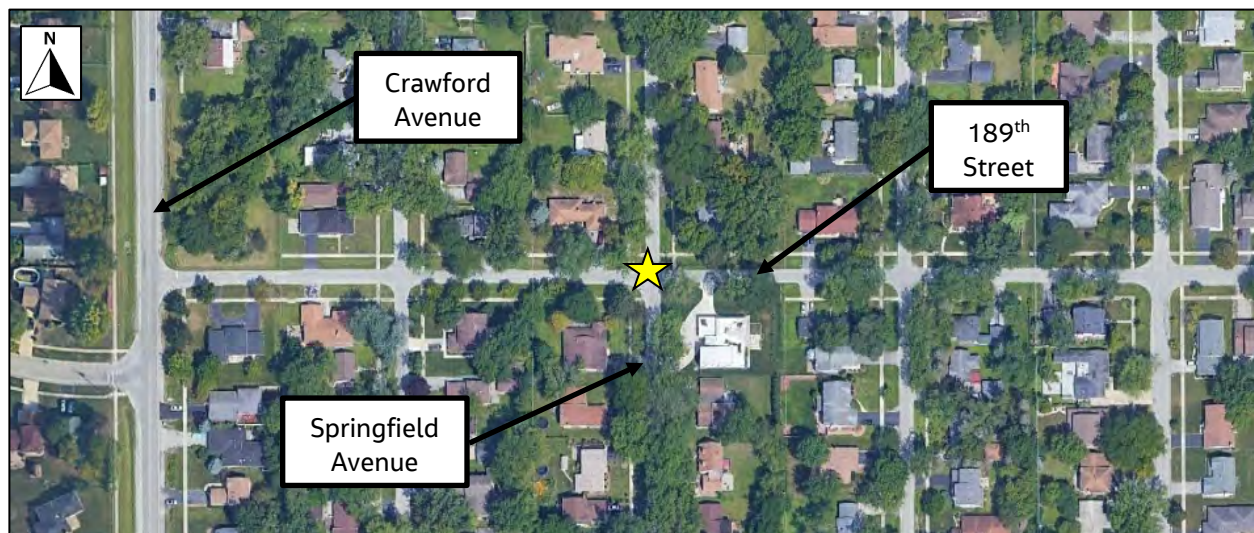


Figure 5-36. 189th Street at Springfield Avenue

Considering that all of the crashes at this location are angle and the lack of a traffic control device on all four legs of the intersection is compelling. Due to this, one of the two countermeasures suggested focuses on implementing some kind of traffic control device.

Table 5-19. 189th Street at Springfield Avenue Crash History (2015-2019)

Crash Type	Crash Severity					Total	KAB %	KABCO %
	Fatal (K)	A-Injury	B-Injury	C-Injury	PDO			
Angle	0	0	2	0	4	6	100.0%	100.0%
Total	0	0	2	0	4	6	100%	100%

Improvements at this intersection are part of a number of pedestrian- and intersection-focused improvements in residential areas in Flossmoor. This location did not receive any public comments. However, the recommendations support the overall message of pedestrian safety and speed management on residential streets. Additionally, it was mentioned during steering committee meetings that residential areas are a concern due to the lack of traffic control devices on intersections like 189th Street and Springfield Avenue.

- **High-Visibility Pedestrian Crossing** – Install higher-visibility, ladder-style designs on all four legs as they are more eye-catching and distinct from other pavement markings. Based on aerial imagery, there are no pavement markings currently present at this intersection.
 - Research that studied high-visibility crosswalks saw an estimated 40 percent reduction in crashes involving pedestrians.
 - As this improvement was mentioned on many previous priority intersections, it could be considered as a systemic project.
- **Install Stop Signs or Yield Signs**– Converting an uncontrolled intersection to a stop-controlled intersection provides drivers the opportunity to determine right-of-way when multiple vehicles approach the intersection at the same time. Yield signs act similarly but are generally installed only on the minor leg. While the overall effectiveness of this countermeasure varies depending on the surrounding environment, a residential intersection such as 189th Street at Springfield Avenue may require a broader traffic operations analysis to consider adding the traffic control device since the intersections along 189th Street are uncontrolled east of Pulaski Road.
 - Research has produced estimates of about 22 percent crash reduction after an uncontrolled intersection receives this treatment.

5.3.3.2 189th Street at Hamlin Avenue

Intersection Priority Rank - Municipal Jurisdiction: #2

Emphasis Areas: Pedestrians & Bicyclists

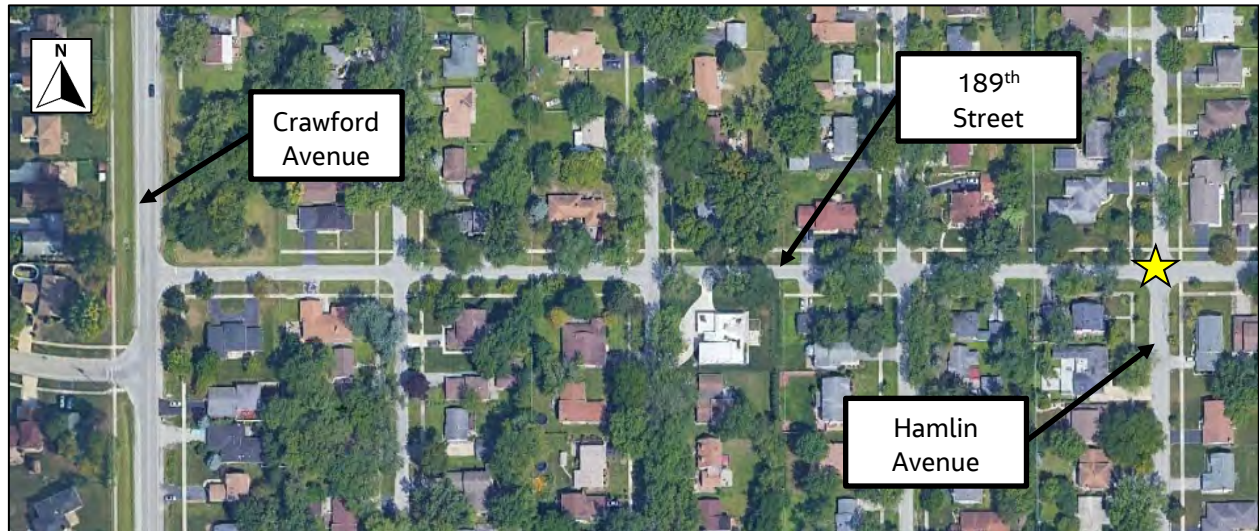


Figure 5-37. 189th Street at Hamlin Avenue

The second highest priority municipal jurisdiction location is the intersection of 189th Street and Hamlin Avenue, shown in Figure 5-37. There were three total crashes, all being of angle crash type. Table 5-20 describes the crash history below.

Table 5-20. 189th Street at Hamlin Avenue Crash History (2015-2019)

Crash Type	Crash Severity					Total	KAB %	KABCO %
	Fatal (K)	A-Injury	B-Injury	C-Injury	PDO			
Angle	0	0	1	2	0	3	100.0%	100.0%
Total	0	0	1	2	0	3	100%	100%

This uncontrolled intersection is located two neighborhood blocks to the east of Springfield Avenue and could also be included in the above referenced traffic operations analysis to determine the feasibility of installing at least one set of stop signs along 189th Street to manage speeding vehicles. Another pedestrian-focused recommendation include right-turn geometrics specifically reducing the curb radius on the southwest quadrant. This construction project could also be an opportunity to provide sidewalk connections.

- **Right-Turn Geometrics** – An initial traffic study may be needed to determine which design vehicle will control the minimum curb radius for each corner of the intersection. By reducing the curb radius, turning vehicles will need to slow down even more in order to comfortably maneuver the turn. Lower speeds also typically mean low severity in the event of a crash. A comparison of different curb radii is shown in Figure 5-38 where the decreasing curb radii directly decreases the crossing distance for pedestrians, resulting in less time being exposed in the roadway.
 - Research performed in Peoria, IL suggests by modifying the angle of channelized right turn lanes may help improve overall safety performance. By implementing these changed to right-turning geometric, it was estimated that crashes could be reduced by as much as 44 percent.

- **High-Visibility Pedestrian Crossing** – Replace existing crosswalk with higher-emphasis ladder-style design as they are more eye-catching and distinct from other pavement markings. Based on aerial imagery, the existing pavement markings appear distressed and faded.
 - Research that studied high-visibility crosswalks saw an estimated 40 percent reduction in crashes involving pedestrians.

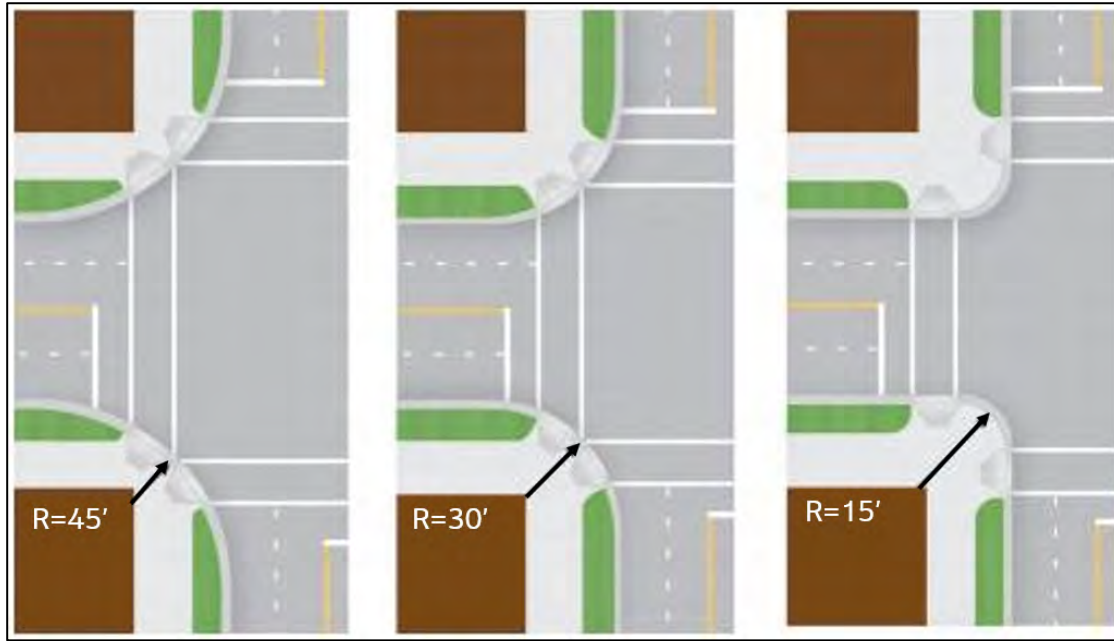


Figure 5-38. Right-turn curb radius tightening example; safety performance increasing left to right

5.3.3.3 Argyle Avenue at Gordon Drive

Intersection Priority Rank - Municipal Jurisdiction: #3

Emphasis Areas: Pedestrians & Bicyclists, Speed Management

The intersection of Argyle Avenue and Gordon Drive is the third highest priority municipal intersection. Figure 5-39 shows the large intersection footprint with the green-space planter islands act as a variant type of traffic circle, combined with the large skew angle may create confusion for vehicles arriving at the intersection simultaneously. Adding to the confusion, the intersections directly to the west and directly to the east possess similar footprints but have differing infrastructure and travel paths. To briefly describe the differences, Gordon Drive and Bruce Avenue to the west has similar skews, but there is no raised curb or traffic circle in the middle of the intersection. Gordon Drive and Perth Avenue to the east has a similar traffic circle, but traffic can drive on both sides of the traffic circle, instead of following the counterclockwise travel movements that are present at Gordon Drive and Argyle Avenue.

Table 5-21 shows three angle crashes that occurred during the five-year time period.

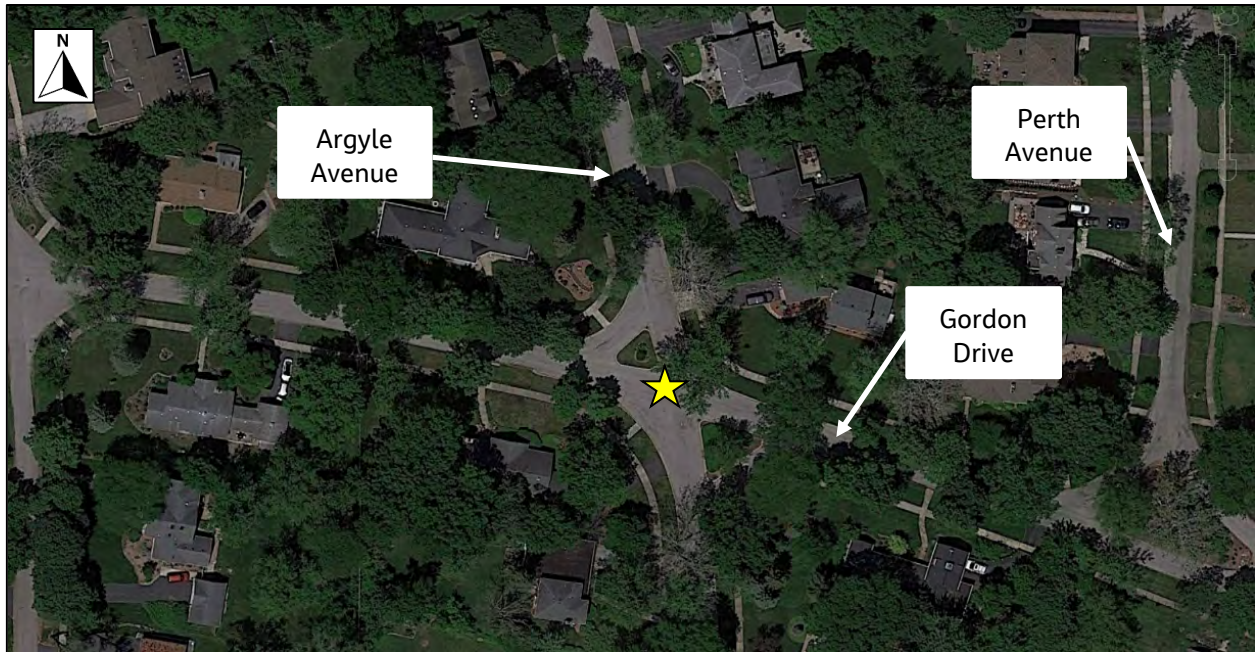


Figure 5-39. Argyle Avenue at Gordon Drive

Table 5-21. Argyle Avenue at Gordon Drive Crash History (2015-2019)

Crash Type	Crash Severity					Total	KAB %	KABCO %
	Fatal (K)	A-Injury	B-Injury	C-Injury	PDO			
Angle	0	0	1	0	2	3	100.0%	100.0%
Total	0	0	1	0	2	3	100%	100%

There are two recommendations for this location that provide safety improvement for pedestrians and also manage vehicular speeds along Gordon Drive or Argyle Avenue. The traffic circle provides a horizontal deflection that will undoubtedly reduce approaching vehicle speeds in order to safely navigate the intersection. Combined with high-visibility pedestrian markings and/or signs, a strong focus on pedestrian safety and mobility is provided.

- **Traffic Circle** – Given the large footprint of the non-traditional intersection, smaller traffic circles with radii around 25 feet could work wonders for this intersection. By placing a traffic circle near the current triangular grass median, enough direction to motor vehicles can be provided to traverse the intersection safely and confidently while also providing greater visibility for residents as they cross the intersection. This improvement could be combined with re-working the curb lines to include bump-outs, providing further positive reinforcement to motorists that they are traveling in the desired path around the intersection.
- **High-Visibility Pedestrian Crossing** – Installing high-visibility, ladder-style design should improve this intersection as this improvement is more eye-catching and distinct from other pavement markings. Based on aerial imagery, there are no existing pavement markings on any of the legs of the intersection.
 - Research that studied high-visibility crosswalks saw an estimated 40 percent reduction in crashes involving pedestrians.

6. Implementing the Plan

6.1 Community Safety Champions

Community safety champions are catalysts for change, creating a culture of safety.

To represent the goals of this plan at all levels within the village and to create a culture of safety, champions for safety should be identified. Safety champions are individuals who can affect change within their circles of influence and lead the way in implementing safety strategies. This includes staff at local agencies who create accountability for implementation, elected officials who can advocate for safety policies and activities, educators who are catalysts for change within their schools, business owners and community members who socialize the goals and values of the LRSP, and more. Implementing this LRSP and achieving safety on Flossmoor's roads will be a team effort, and community members and stakeholders have shown that they are dedicated to seeing this through.

Who are our community safety champions?

If you're reading this, perhaps it's you! How might you advocate for safety within your sphere of influence? Are you an educator who can bring this conversation to your classroom? Are you a business owner who can advocate for safe travel to and from your location? Are you a parent who can discuss these goals with your children? To get more involved, contact the Village of Flossmoor Public Works Department.

6.2 Implementation Timeline

Before attempting to determine when countermeasures and strategies can be implemented, it is important to first gain approval of the Village Board to adopt the LRSP to show a sign of commitment to what the plan is recommending. With the sustained desire to continually improve traffic safety, attempting to maximize resources becomes an even more crucial task as it relates to establishing implementation schedules. There are not enough resources for everything in the plan to be implemented immediately, so it often takes time for funds to become available or a new window for federal, state, or local grant programs. Intergovernmental coordination regarding the times at which the various program cycles repeat is a crucial step in the resource allocation process in addition to the ongoing communication while assessing the various levels of complexity for countermeasures and strategies while evaluating the different stages of phasing and construction.

6.3 Funding the Plan

The following subsections outline some opportunities that have been identified for funding and supporting the recommendations presented in the LRSP.

6.3.1 Capital Improvement Plan Programming

Key players: Public Works, Finance Department, Village Board

Target emphasis areas: Pedestrians & Bicyclists, Intersections

Most local governments maintain a budget for capital improvements which gets disbursed based on identified needs and long-term plans defined in a capital improvement plan (CIP) while provided oversight with best management practices. Capital investments involve purchasing or constructing high-cost assets which will provide value over their lifespan. Many of the infrastructure recommendations presented in this plan would be eligible for such funding and may be considered for future planning budgets in the Village of Flossmoor's Capital Program, pending available local funding.

For upcoming capital improvement budgeting cycles, this plan and its recommendations should be considered for funding. This action would recognize the direct value that these improvements offer to residents including reductions in crashes, improvements to business performance, and greater health for all road users.

Projects which may be strong candidates for funding through alternative programs described in the following sections should not be prioritized for CIP funding. Instead, this funding should primarily focus on general projects which may serve multiple needs within the community and which don't fit into one of the specific categories of the special funding programs. Where possible, recommendations may be incorporated into existing capital investment projects. For example, if funding has already been allocated for modernizing a traffic signal, a recommendation for improved left turn phasing may be incorporated into this project with minimal effort, realizing efficiencies and producing a faster turnaround.

6.3.2 Sustained Traffic Enforcement Program

Key players: Police Department, Schools

Target emphasis areas: Speed Management, Young Road Users

Sustained Traffic Enforcement Program (STEP) grants have a primary focus on enforcement activities intending to change driver behavior. Three main behavioral issues that STEP efforts aim to address are impaired driving, speeding/aggressive driving, and seat belt usage. These enforcement campaigns are often targeted at specific times of the year and times of the day, such as weekend nights, major local events, or holidays where alcohol-involvement or other dangerous behaviors may have an elevated contribution to crashes. The intention of this type of enforcement campaign is to reduce the frequency of impaired driving and speeding/aggressive driving, while increasing the usage of seatbelts, child restraints, and helmets.

Because the Village of Flossmoor experiences some of these driving behavior patterns, the STEP grants may be a good opportunity to obtain funding to reduce dangerous driving behaviors within the village. This program provided up to \$22,750,000 in FY 2021 with award amounts dependent on applicant's need.

6.3.3 Highway Safety Improvement Program—Local and State Systems

Key players: Public Works, CCDOTH, IDOT District 1

Target emphasis areas: Pedestrians & Bicyclists, Speed Management, Intersections

Applications for Highway Safety Improvement Program (HSIP) funding can be submitted for both local and state system projects. The intent of this program is to reduce the number of fatalities and serious injuries on all public roadways by selecting infrastructure safety projects using a data-driven approach. Applicants are required to submit a project summary that illustrates how proposed improvements will reduce the frequency of targeted crash types. All improvements must be safety-related and provide the project location with a satisfactory benefit-cost ratio.

This type of funding opportunity would allow the village to propose on a variety of projects including location-specific improvements (e.g., implementing delineating pavement marking at Carroll Parkway/Evans Road/Gardner Road traffic circle) or system-wide improvements (e.g., upgrading all signage to current Manual on Uniform Traffic Control Devices [MUTCD] standards). Coordination with the IDOT District 1 is suggested throughout the process of developing and submitting a proposal for HSIP project funding.

Solicitation for both local system and state system applications is generally released around March or April of each year. More information can be found at IDOT's [HSIP website](#).

6.3.4 Local Technical Assistance Program/Statewide Transportation Improvement Program

Key players: Public Works, CMAP, CCDOTH, IDOT District 1

Target emphasis areas: Pedestrians & Bicyclists, Speed Management, Intersections

Local Technical Assistance Program (LTAP) opportunities are available to improve roadway safety at the local level where some municipalities may otherwise be overlooked in favor of state-owned routes that have considerably higher volumes. Addressing the needs on the local system, which makes up 94% of public roads in Flossmoor, is imperative if the overall goal is to bring fatalities and severe injuries to zero.

Another funding source that is not purely focused on safety upgrades is the Statewide Transportation Improvement Program (STIP). In the more traditional transportation projects, there are frequently opportunities to implement safety aspects into the existing plans without having substantial impacts to the original transportation project. This process can be thought of as a safety-focused enhancement that is added to the project that did not originally include safety characteristics.

For both the STIP and LTAP, the Village of Flossmoor should coordinate with CMAP, Cook County, and IDOT District 1 to prioritize and take advantage of projects that might already be in progress and present opportunities.

6.3.5 Additional Funding Resources

In Table 6-1, several additional funding resources are provided along with information about what types of projects they are intended for and how to learn more. In addition to reviewing funding opportunities in this document, it is recommended that the Village of Flossmoor identifies a staff member to explore all these resources in greater depth, helping improve awareness and familiarity within the agency to guide the application and implementation process for each recommended project. Additionally, with continued collaboration with and regular participation in related organizational activities with the South Suburban Mayors and Managers Association (SSMMA), CMAP and other organizations with similar activities, Village staff can evaluate and target funding sources that could benefit funding the countermeasures and strategies.

Table 6-1. Additional resources for funding recommended projects

Funding Source	Application	Description
Motor Fuel Tax (MFT)	Resurfacing, street maintenance, matching funds for grant and loan programs.	Standard state-levied tax income for transportation capital investments. More information
Invest in Cook	Transportation infrastructure projects.	\$8.5 million grant program to help local governments advance their transportation projects.

Village of Flossmoor: Local Road Safety Plan

Funding Source	Application	Description
		More information
Transportation Renewal Fund	Highway maintenance, construction, bridge repair, congestion relief.	Newly created fund through Rebuild Illinois for state and local governments. More information
Tax Increment Financing (TIF) District	Sidewalk or street improvements within a defined geographic area.	Reinvestment of property taxes within "blighted" areas, per Illinois' state definition. More information
Business Development District	Sidewalk or street improvements within a defined geographic area.	Reinvestment of sales taxes within "blighted" areas, per Illinois' state definition. More information
Access to Transit Program (Regional Transportation Authority)	Small-scale capital projects that improve pedestrians' and bicyclists' access to public transportation.	Regional Transportation Authority program for Phase I engineering of small-scale capital projects that improve pedestrians' and bicyclists' access to public transportation. More information
Surface Transportation Program (STP) Local Program and Shared Fund	Broad range of eligible transportation projects that cost at least \$5 million.	CMAQ/Local Council of Mayors fund for supporting larger-scale regional projects that address regional performance measures and the goals of ON TO 2050. More information
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Transportation infrastructure, bicycle and pedestrian improvements near transit.	Federally funded program for surface transportation improvements designed to improve air quality and improve congestion. More information
Transportation Alternatives Program	Non-motorized transportation projects.	Federally funded program for surface transportation improvements design to support non-motorized transportation. More information
Illinois Transportation Enhancement Program (ITEP)	Bicycle and pedestrian facilities, historic preservation, streetscape projects, and environmental mitigation.	IDOT program for funding bicycle and pedestrian facilities, historic preservation, streetscape projects, and environmental mitigation. More information
Local Highway Safety Improvement Program (HSIP)	Roadway safety projects.	IDOT program for funding data-driven traffic safety-related infrastructure projects. More information

6.4 Forward Thinking

LRSPs and their supporting materials are intended to be a continually available reference tool for local entities. Once complete, it should not be lost on a bookshelf until it becomes time for an update. The LRSP and its associated documents should be considered and referenced for guidance on all safety-focused projects. When the time comes for updating the LRSP, it should also be considered an opportunity for evaluation. Consider which aspects of the LRSP and its supporting documents were and were not useful? Let those answers guide the update and allows the next version to advance the continual improvement of the transportation system's needs.

Village of Flossmoor: Local Road Safety Plan

Additionally, it is recommended that the village create a traffic safety working group that tracks the safety performance of the roadways. This group should be like the steering committee with representation from the different village departments and community stakeholders. The group should monitor the progress implementing the LRSP recommendations and be a forum where traffic safety issues that arise are discussed. This group would be responsible for the continued monitoring of locations where improvements are made, appropriately evaluate safety performance and ensure that the most current roadway condition and performance information is readily available for future use.

Furthermore, consider evaluating any projects that have been implemented. Such an assessment turns every investment into a learning opportunity to implement strategies more effectively in the future. In the coming years, metrics should be tracked to determine the effectiveness of this plan and its execution. Helpful metrics that should be tracked include:

- **Crash data.** Track the frequency, severity, and type of crashes that occur after implementation of each project to determine effectiveness and to inform future use of such countermeasures.
- **Pedestrian and Bicycle Activity.** Keep an eye on active transportation modes and track how the installation of pedestrian- and bicycle-oriented facilities impact how community members travel. Increases in safe use of active modes indicates a great value for the community. Additionally, measuring bicycle ridership along certain routes within the Village where improvements are implemented is one way measure impact.
- **Community Sentiment.** As safety improves, often community sentiment will as well - which can be gathered via public online surveys. As drivers and other road users feel safer in their daily lives, this can provide a host of impactful community benefits.
- **Finances.** Avoiding crashes and saving residents from the health and financial impacts of roadway crashes can also produce financial benefits for the whole Village by minimizing the impacts of safety issues on local businesses, reducing the strain and cost of emergency services, and more. A different financial metric that can be tracked would be the success of securing grants or funds that are dedicated to improving roadway safety. In many cases, these opportunities provide 90% of the cost of the project with a 10% local match and are a great avenue to secure funding for safety-focused improvements.