

## Donna Conkling

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**From:** John Gliedman <gliedman@gmail.com>  
**Sent:** Tuesday, December 10, 2019 12:14 PM  
**To:** Robert Cole  
**Cc:** Mayor; Donna Conkling  
**Subject:** Lyons/Sprague intersection - Next Traffic Safety Committee meeting

**CAUTION:** External sender.

Good afternoon, Rob,

I would like to suggest that, in view of the fact that you mentioned that the Traffic Safety Committee is not open to the public, for you to please raise the below four points - items that have come to light since the last such committee meeting - with the TSC if you wish.

Also, I believe that the head of the Arthur Manor neighborhood association, Matt Martin, has weighed in, in favor of making this a four way stop. I believe that he had a call with David Goessl to this effect on Monday 12/9 that you will want to debrief David on if you have not already.

1. This is a sloped, low-visibility, high speed, high maintenance intersection that people use to cut through from Wilmot to Post Road.

The Manual for Uniform Traffic Safety Devices lists 'blind' intersections as a condition that is at least as important as accident history. Yes, there has been shrubbery removal. But that is faint assistance in view of the slope and speed of the road. Nothing has changed, in essence.

Also, the shrubs will also grow back, and when they do, we will have the same condition as existed this past summer when there were at least two accidents, one of which was reported and one announced by Kathleen Cole at the 9/24 trustee meeting, both 'hit and run'.

The Village should cut off the risk at the source by adding the two extra stop signs. Why make this a constant case for monitoring shrubs?

2. There have been more accidents / incidents at the intersection than reported to the police.

Since the last Traffic Safety Committee meeting, various concerned citizens took the time to speak at a 9/24 Trustees meeting, adding to the views of the 21 household petition. They described that speed had been increasing, and that they had encountered unreported accidents there.

3. It is rare for a particular intersection's conditions to garner press attention. This is such a rare case. Not only was there an article about the 9/24 presentation (no extra interviews were given, the presentation was from longstanding residents including a Village employee, and spoke for itself), but also there were two letters to the editor. They were from other longstanding residents who took the time to provide hearty endorsements of stop signs at the intersection.

4. The street down the block, Lyons/Locust, has zero accidents over a six year period.

This was provided to the Village and mentioned at one of the more recent Trustee Meeting and in the public record. This is not an endorsement of an 'all stop sign' approach in all situations. It is, however, evidence that at least here - on an exactly parallel road - there is a better safety record that must be considered in the equation with a 4 way stop, if we are being reasonable.

Thanks to you and everything the committee can do here!

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