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DEPARTMENT OF
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**NOTICE OF MEETING
of the
TRANSPORTATION COMMISSION**

**Wednesday, June 28, 2017 at 7:00 P.M.
Council Room/Second Floor Training Room
Wilmette Village Hall
1200 Wilmette Avenue, Wilmette, Illinois**

AGENDA

1. Call to Order
2. Approval of Minutes of the December 15, 2016 Transportation Commission meeting
3. Approval of the 2016/2017 School Crossing Guard Report presented by the Police Department
4. Public Comment
5. Old Business
6. New Business
7. Adjournment

Chair, Pat Lilly

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1200 Wilmette Avenue
WILMETTE, IL 60091

Engineering
Department

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MEETING MINUTES

TRANSPORTATION COMMISSION

THURSDAY, DECEMBER 15, 2016

7:00 P.M.

SECOND FLOOR TRAINING ROOM OF VILLAGE HALL

- Members Present: Commissioner Brendan McCarthy
 Commissioner Susan Barton
 Commissioner Libby Braband
 Commissioner Isaac Gaetz
 Commissioner Jill Hayes
- Members Absent: Chairman Pat Lilly
 Commissioner Michael Taylor
- Staff Present: Brigitte Berger-Raish, P.E., Director of Engineering and
 Public Works
 Russell Jensen, P.E., Village Engineer
 Brian King, Police Chief
- Guests Present: Peter Lemmon, P.E., Kimley Horn & Assoc.
 Garth Gustafson, 15 Prairie Avenue
 Gretchen Cappiello, 801 15th Street
 Mario Scozia, 1210 Lake Avenue
 Jon Marshall, 822 Prairie Avenue
 Lorene Thomas, 2228 Elmwood Avenue
 Lauren Barlow, 2118 Elmwood Avenue

I. CALL TO ORDER.

Commissioner McCarthy called the meeting to order at 7:02 p.m. and welcomed those in attendance.

II. APPROVAL OF MINUTES; TRANSPORTATION COMMISSION MEETING OF MARCH 9, 2016.

Commissioner McCarthy directed the Commission's attention to the draft minutes of the Transportation Commission meeting of March 9, 2016. No comments were offered. Commissioner Braband moved approval of the minutes. The motion as seconded by Commissioner Gaetz. **The motion was approved by a unanimous voice vote.**

III. APPROVAL OF THE 2016/2017 SCHOOL CROSSING GUARD REPORT PRESENTED BY THE POLICE DEPARTMENT

Police Chief King, presented the annual school crossing guard report which did not recommend any changes for the 2016 / 2017 school year.

Commissioner Hayes moved to keep the crossing guard schedule the same for school year 2016 / 2017. The motion was seconded by Commissioner Barton. **The motion was approved by unanimous voice vote.**

IV. 2015-2016 TRAFFIC CALMING SUMMARY

Village Engineer, Russ Jensen, presented the summary of eligible traffic calming candidates conducted since the fall of 2015 to the present, based on requests from constituents for consideration. There have been about 20 requests for studies initiated by residents, via our website. Staff conducts studies noting traffic volumes, speed and traffic accident history to determine if these locations are eligible for traffic calming. In the distributed packet is a list of eligible candidate locations: 100 block of Prairie Avenue, 1900-2200 blocks of Kenilworth Avenue, 1900-2000 blocks of Thornwood Avenue, 1900-2200 blocks of Elmwood Avenue, 2000 block of Greenwood Avenue, 300 block of Sunset Drive, 2000 block of Schiller Avenue and the 800 block of Park Avenue.

Mr. Jensen indicated traffic calming locations are eligible to move forward as stand-alone projects, however budget funding has not been provided since the 2008 recession. The other means to move them forward has occurred in conjunction with road construction. If the eligible candidate receives resident consent and a recommendation of the Transportation Commission, they are incorporated into the road program without the need for separate funding. Also included in the packet is information for identifying road program eligibility.

Director of Engineering and Public Works, Brigitte Berger-Raish advised that because the Village Board has not approved a separate line item budget for traffic calming for FY 2017, that doesn't mean that next year they won't. Right now the sole funding mechanism is rolling the traffic calming measure into the road program, which could change next year. It was a difficult budget year and

the Village Board focused more on roads and sewers, rather than discretionary spending.

Commissioner McCarthy asked when the Village notifies the residents that a street may be re-established as a brick street.

Mr. Jensen responded that the Village reaches out to residents generally the year before construction as staff programs the street in the program.

Lorene Thomas, 2228 Elmwood, asked what types of traffic calming devices are available.

Mr. Jensen responded that examples include speed bumps, lane striping, curb bump-outs and lane meandering. A lot of calming effects are visually driven.

Ms. Berger-Raish advised that signage and striping and moving parking around are more economical options. The more structural the measure the more expensive – e.g. needing to hire a contractor to move curb.

Ms. Thomas, 2228 Elmwood, said she has seen a huge increase in traffic when the configuration on Lake Avenue changed and a couple other changes nearby. Can we put a sign saying no-right-turn during certain hours to help alleviate the congestion for SB traffic on Ridge onto Lake?

Ms. Berger-Raish responded that traffic has to go somewhere, so restricting traffic on Elmwood will likely push traffic to the north. We can look at the whole neighborhood solution for Kenilworth Gardens because it's certainly all tied together. The Commission would not recommend restricting turning movements without understanding the impacts to the surrounding neighborhood.

Ms. Thomas recommended to redirect the traffic anyway because they've been dealing with this traffic for over 10 years. Our street isn't a neighborhood street any longer, it feels more of a through-street.

Commissioner Barton said that Elmwood does stand out as having a very high 85th percentile speed. Have we done any targeted enforcement?

Chief King thought the Lake and Ridge intersection may be targeted for re-engineering.

Ms. Berger-Raish advised there are no plans for intersection changes to Lake and Ridge.

Ms. Thomas asked if there's something we can do to prevent neighbors from parking all over the place and to keep traffic from driving down the street. Any suggestion that's not a re-configuration of the street or new signage?

Chief King indicated the volume of traffic is a bigger issue than speed.

Mr. Jensen advises that traffic studies are done during weekdays for 3 days in a row to determine peak issues which are typical of morning and evening rush hour.

Chief King indicated in terms of the speed, he asked for the data and it shows a very large number of vehicles travelling over 75 mph which means the sensors may have malfunctioned. We can put sensors down in the spring and to obtain better readings.

Commissioner Hayes inquired about striping the parking lanes. Visually, striping creates a narrowing effect which can slow traffic.

Ms. Thomas asked the Village to do what it can in a cost-effective manner to make it safer. There are families with little kids on our street.

Ms. Lauren Barlow, 2118 Elmwood, asked a question to the Police Chief regarding ticketing speeding offenders. She wanted to follow up because she has not heard back from Police. What do those sensors do?

Police Chief Brian King advises said the sensors track car volume and speed. Road sensors are more successful to do a survey on the road, whereas the trailer is more visible enforcement. We are going to do something in the interim based on peaks and we will do some targeted enforcement to start the perception so drivers slow down.

Garth Gustafson, 157 Prairie, has been on Prairie over 25 years and has seen a lot of changes. Traffic volume gets worse every year, particularly when Green Bay Road was reconfigured and during the rush hours. Traffic lights along Green Bay Road exasperate the problem. He sees traffic coming down Prairie from Park to get around Green Bay Road to avoid those 2 traffic lights and continue southbound or northbound. Primarily it is worse at night. His question is can the Village alleviate the project by changing the traffic light pattern?

Ms. Berger-Raish said that it's actually better than it was. We received a federal grant to redo the signals at Lake, Central and Wilmette in 2009. The signal timing was changed to be more efficient. We had to get an order through the Illinois Commerce Commission to get the signals re-timed because the signals are coordinated with the railroad.

Mr. Gustafson said we should close off streets like Prairie to eliminate cut-through traffic. We could do the same at Park and farther west because people look for ways to save time. He asked if we would consider cameras and signs

(e.g. no right turn on red), and this should alleviate some of the problem to give us back our neighborhood streets again.

Police Chief King said he has observed cut-through traffic in that neighborhood because people are trying to avoid the train. Most of the violators are from the neighborhood. He indicated the violation rate today is lower than it used to be prior to 2009.

Commissioner Gaetz said he used to live in Old Town, Chicago, where streets do not follow the Chicago grid. The result is there aren't many people cutting through the streets in that neighborhood. It does seem to work.

A brief discussion ensued regarding the operation of the traffic signals on Green bay Road.

V. TRAFFIC CONTROL AT THE INTERSECTION OF LAKE AVENUE AND 12TH STREET

Mr. Jensen indicated the Village received a resident request to re-review traffic control (specifically a 4-way stop) at the intersection of Lake Avenue and 12th Street. The previous request was made in 2013 which also was for a 4-way stop. The Village engaged Traffic Analysis & Design, Inc. (TADI) who determined the all-way stop control warrant criteria was not met. These findings were presented to the Transportation Commission at their meeting on June 23, 2014, and the Transportation Commission consensus was to improve striping in the area and look at some pedestrian improvements in the area.

The Village retained the services of Kimley-Horn and Associates to evaluate the traffic control and roadway configuration options for the intersection of 12th Street and Lake Avenue and Lake Avenue from the railroad tracks east to Wilmette Avenue. Mr. Peter Lemmon of Kimley-Horn is here to present his findings.

Mr. Lemmon said he reviewed the traffic count data from this past year and re-checked the warrants to see if the volumes met the different criteria for an all-way stop. The volumes do not meet the criteria to satisfy the warrant requirements. They also looked at crash history and whether an all-way stop or traffic signal would have resulted in fewer accidents.

We began to identify some of the key issues and came up with some ideas. He showed a diagram to the attendees. Currently, there is approximately 21 feet in each direction to create 4 lanes. In the new concept, the 4 lanes would be merged to 2 lanes at the intersection of 12th. This effectively starts to slow down traffic due to the narrowness.

Commissioner McCarthy mentioned that consolidation of the Green Bay trail and separate pedestrian crossings across Lake Ave. at 13th Street into one crossing might be better if the traffic lanes are narrowed from two to one.

Mario Scozia, 1210 Lake, said he lived here for 27 years and after the work on the Edens Expressway, everyone found Lake Ave. to be a shortcut. Most drivers aren't Wilmette residents. He does not want to add a traffic light. A problem already exists west-bound by the RR tracks as it narrows down and it's a nightmare in the morning. A stop sign solution may be better.

Mr. Lemmon said going westbound, merging into the one lane is probably within 100-150' past the BP station where everyone is trying to get down to one lane. We have 475' there to complete this transition.

Commissioner Braband commented this is a low-cost solution. There's street parking in front of a townhome area which is new on Lake Street.

Mr. Lemmon said the parking will slow traffic down. The 45-to-1 taper is based on speed, which is an IDOT standard. The eastbound narrowing goes down to an 11' travel lane. The westbound side will remain the same to prevent vehicle stacking. Most (80-85%) traffic is using the center lane anyway, and the queue forms up mostly in the inside lane first.

Commissioner Hayes inquired about turns from eastbound Lake to 12th Street.

Mr. Lemmon said that during his observations, on occasion right hand turns needed to yield to a pedestrian crossing 12th Street. For traffic turning left, there were fewer conflicts observed with pedestrians.

Commissioner McCarthy asked for any other thoughts from the Commission.

Ms. Berger-Raish said that if the Commission recommends to move forward on an incremental basis to do striping, we would send letters with diagrams to the all the impacted neighbors. It's not that expensive, but it's more than our 2017 budget allows. However, we can recommend to approve the additional costs in 2017 without waiting another calendar year.

Commissioner Braband made a motion for staff to propose the Lake Avenue road diet striping plan to the Municipal Services Committee for funding and implementation in 2017. Commissioner Barton seconded. **The motion was approved by unanimous voice vote.**

VI. TRAFFIC CONTROL AT THE INTERSECTION OF 15TH STREET AND PRAIRIE AVENUE / SPENCER AVENUE

Mr. Jensen said that the intersection has east-west control. The request is for a four-way stop. Some concerns brought up by the residents about the previous review and study include a lot of pedestrian traffic was unaccounted for because of the park and previous counts had not taken into account the high pedestrian activity during the weekends. Again, staff asked Kimley Horn to look at the information collected so far and to give us recommendations – should we consider a 4-way stop or something else? Staff completed a 6-day count (Tuesday through Sunday) to get the vehicle counts over a weekend. Kimley Horn supplemented the vehicle counts with pedestrian counts for merging purposes and to assess if the combination was more significant. The merged volumes do not warrant a 4-way stop at the intersection. At this point, the recommendation is not to change the existing traffic control.

Commissioner Hayes said the previous counts were from November. She heard from several residents that November isn't representative of the issue of concern. The Village counts should include September or October when school is in session and park activity counts in May is because youth soccer starts in April. She agrees the data doesn't show it, but supports additional counts.

Mr. Lemmon said that improving visibility is better than stop signs. Maybe we can stripe some of the parking to have clear lines of sight to make the crossing shorter.

Chief King said he agrees that recounting is necessary. The studies are clear and the violation rates are higher so pedestrians are less safe.

Mr. Lemmon said that even if the counts doubled, we still wouldn't fulfill the criteria to install a 4-way stop.

Bob Dixon, 1539 Lake, said parents should pay more attention to their children crossing the street for park access.

Gretchen Capiello, 801 15th, said the parking was moved back in front of our house which was a big improvement. She wanted to go back to 2013 after the Village installed the highlighted traffic crossing at Lake. There was some talk of looking to see if additional signage can be added to highlight the crosswalk. Currently the crosswalk is a dark paver. Everyone is rushing down 15th to school. Drivers don't recognize when pedestrians have the right-of-way. Please consider adding better markings for the crosswalk.

Ms. Berger-Raish said the challenge of crosswalks on brick pavers is you can't stripe them.

Mr. Lemmon said we can recommend a sign with a downward arrow. It's a trade-off – do you fill with asphalt instead? Raising visibility is the issue. Also, children and seniors are more vulnerable, so we need to pay special attention to them. There isn't a discount on the warrants for age or size. However, lines of sight can be improved to account for them. Part of this comes down to culture – over time in Wilmette we are becoming more used to pedestrians in the crosswalks. People now are getting used to pedestrians in the roadway. Additional stop signs aren't the right solution.

Jon Marshall, 822 Prairie, said he lives at the southeast corner for 18+ years. This intersection has many close calls, being right next to the park, in the afternoon hours and weekends. Children are going to the park and to school. Drivers use Prairie to cut through the neighborhood on their way to work, and they save themselves 3 traffic lights. They speed through and take the corners very quickly. It's scary to see a lot of close calls. Please take into account how much of the traffic count are children.

Commissioner McCarthy asked the Commission for their opinion.

Commissioner Braband said she would like speed data on 15th because some people are talking about speed being the issue. Maybe we need more direct and targeted enforcement.

Commissioner Gaetz asked if another crosswalk guard can be added.

Police Chief King said this would require pulling a guard from a different location which is a complicated process.

Commissioner Braband said that we are creating an informational video to highlight how to not be in a hurry so much. We are collecting data real-time around schools and violations. It'll be shown at curriculum night and notices will be posted on walls. It's an educational tool to show the nanny, grandma, grandpa, and the children - to remind drivers to be safer drivers. We are seeking grant money and PTO money.

Commissioner Braband made a motion recommending to make visibility enhancements, targeted enforcement and education. Commissioner Hayes seconded. **The motion was approved by unanimous voice vote.**

VII. TRAFFIC CONTROL AT THE INTERSECTION OF LAKE AVENUE AND 16TH STREET

Mr. Jensen indicated a resident requested traffic control on Lake Avenue and 16th Street by means of a traffic control signal or 4-way stop. The study analysis

does not support either of those measures. No previous outreach was on file regarding this location. The communication from the resident lacked additional information on why the request was being made.

Commissioner Braband said she lives on Greenwood and 15th/16th and she doesn't see what the issue is at this intersection.

Ms. Berger-Raish said that there were 3 resident e-mails opposed to this request.

Bob Dixon, 1539 Lake, said he has lived there for over 25 years and sees no issue at this intersection.

Commissioner Braband said there is no way to coordinate signals. The train comes at its schedule. There's already a backup issue on Lake Ave and this would exacerbate the situation. This request is not supported.

Ms. Berger-Raish indicated no motion is needed.

Lauren Barlow, 2118 Elmwood, said there are many vehicles using Elmwood and she has seen school buses going 40 mph. Perhaps shortening the length of the red light at Lake and Ridge would be a solution to the Elmwood traffic.

Commissioner Braband said she'll speak to the District transportation coordinator to discuss the speeding bus situation.

IV. OLD BUSINESS

Ms. Berger said that Phase I engineering was stalled about a year on Locust Road, so construction will be postponed to late 2018. She added that for the Skokie-Hibbard Federal Grant project, the IDOT letting is scheduled for March 2017 and there is a summer construction start for that intersection project. The Central Avenue STP project is estimated at \$3 million and the Phase I open house had 100 participants. In the spring, the results of the open house survey questionnaires for pedestrian and bike accommodations will be shared.

V. NEW BUSINESS

None.

VI. ADJOURNMENT

Commissioner McCarthy moved to adjourn the meeting. The motion was seconded by Commissioner Braband. The motion was approved by a unanimous voice vote. **The motion carried.** No further discussion occurred on the motion.

The meeting was thereafter adjourned at 8:54 p.m.

Minutes Respectfully Prepared by R. Jensen



TO: Village Of Wilmette Transportation Commission

DATE: May 22nd, 2017

FROM: Traffic Service Officer Ron Andrews

SUBJECT: 2016-2017 School Crossing Review

Each year the Wilmette Police Department conducts an annual assessment of crossing guard positions in the village. The purpose of the assessment is to determine if community needs are being met and to verify resources are being properly utilized.

Current Status

The Wilmette Police Department manages sixteen school crossing locations staffed by sixteen adult school crossing guards and two substitute adult crossing guards. There are several starting and ending times which vary depending on which guards are crossing for specific schools. This will change next year as the School District has implemented new starting and dismissal times. Crossing guards generally work two hours per day with a few exceptions where some are working three and a half hours per day. Each crossing guard is evaluated annually based on their performance. ***Recommendation: NO changes are recommended in the crossing locations.***

Crossing Guard Vacancies

Covering crossing locations with substitute guards is a priority for the department. Once again we had a very successful year using substitute personnel rather than Police Officers. As the year came to an end, we lost both substitute crossing guards. Myself, as well as members of the Parking Control unit were utilized to cover vacant crossings as the need arose. We are currently at full staff with crossing guards, but have no returning substitute guards. My goal is to have at least one substitute guard hired by the start of the new school year.

Safety Improvements at Crossings

A tool that works well is the use of portable narrowcades as well as striping on the street at the intersection. This significantly slows traffic down as illustrated at various locations through town.

Recommendation: If funding becomes available, placement of new raised intersection with striping at various locations. Annually a list will be generated and forwarded to the Village Engineering Department for streets to be re-striped to increase visibility.

Safety Improvements Traffic Flow- Central School

Central School, as always, has been very busy with a large volume of parents driving their children to school in addition to those children who walk to school. School personnel continually does a tremendous job both mornings and afternoons expediting traffic flow in front of the school. This year brought on another problem as cars started parking on Central St, just east of 9th on the north side of the street. This has become troublesome as the morning queuing line is being disrupted. As always, at all schools, bad weather days do pose problems, and staff can only do their best in trying to cope with the situation.

Recommendation: *School staff to continue to send out mailings advising driving parents of the rules which they need to abide by in order to keep conformity in and around the school pick- up and drop-off areas. Continue the use of traffic cones and informative barricades. **And, the installation of No Parking Signs during certain times in the morning on Central just east of 9th St.***

Safety Improvements Traffic Flow- Highcrest Middle School

Unlike any other crossing we have, Highcrest stands alone as the most unique crossing. At the start of last season, the new drop off and pick up areas were implemented. This seems to be working fine, but does change on inclement weather days.

Recommendation: *Keep the traffic flow procedures in place and continue to monitor the area for the upcoming school year and thereafter. **If funding becomes available, I recommend the installation of flashing stop signs at the intersection. The guard will also have a portable 6 foot stop sign to be more visible at that intersection.***

Safety Improvements Traffic Flow- Romona School

Traffic flow near the school is working well. With last year's removal of No Parking Signs on Central Ave just west of the school, parents now drive through without parking there themselves and disrupting traffic flow. The principal stated this tactic works very well.

Recommendation: *Keep the traffic pattern the same and continue to monitor the area. At the start of school next year have staff continuously advise parents of the restrictions in the area, continue to have staff on the street helping out at drop off/ pick up. **Installation of No Parking Signs during dismissal times on Wilmette Ave. east and west of Romona Rd on the north sides of the street. Parked cars have been a problem there during the year.***

Safety Improvements Traffic Flow- McKenzie School

Traffic flow in front of the school is running smooth with help from school personnel. It was recently reported parents are using the alley at 15th and Highland to travel westbound. This was observed at several different times during the year and does not pose a problem as reported.

Recommendation: *Keep the traffic pattern the same and continue to monitor the area. At the start of the year, monitor the alley to see if a problem exists; if so, take appropriate action.*

Safety Improvements Traffic Flow-Harper School

Traffic flow near the school appears to be running well. There was a request for a stop sign to be placed for southbound traffic on Dartmouth at Greenwood in front of the school at crossing times. This was observed several times during the school year and it was my observation that a permanent stop sign would impede traffic flow rather than improve it. This would also have a negative impact on the neighborhood during non-school hours. There is a school staffed guard stationed there. No changes should be made at this time.

Recommendation: *Keep traffic flow at its normal flow and monitor next season as needed.*

In conclusion, attached are the Review of Adult Crossing Locations and the School Crossing Student Daily Average. With the exception of Lake & Locust which changed in 2005, locations remain constant. As in many locations, weather does play a key role in attendance. With this in mind, I see no need for change in any of our current school crossing locations.

WILMETTE POLICE DEPARTMENT
Review of Adult School Crossings
2016-2017

CENTRAL SCHOOL/ ST. FRANCIS

Location

9th & Lake
9th & Greenleaf
9th & Central
Forest & Wilmette

Guards

Alec Childress
Sue Daniels
Dudley Fair
Herb Sheriff

McKENZIE SCHOOL

Location

Prairie & Wilmette
15th & Lake
15th & Wilmette
Highland & Ridge

Guards

Terrance Wright
Chuck Pettius
Larry Daniels
Gwendolyn Hall

HARPER SCHOOL

Location

Illinois & Iroquois
Hunter & Thornwood
Hunter & Lake

Guards

Betty Smith
Conrad Wolski
Jean Bodkin

ROMONA SCHOOL

Location

Skokie & Wilmette
Romona & Wilmette

Guards

Richard Terry
James Wrzala

HIGHCREST MIDDLE SCHOOL

Location

Hunter & Illinois
Lake & Locust

Guards

Cathy Williams
Joyce Childress

ST. JOSEPH'S SCHOOL

Location

Lake & Ridge

Guards

Glyndean Lane

WILMETTE JR. HIGH

Location

Lake & Locust
Illinois & Hunter

Guards

Joyce Childress
Cathy Williams

Combined AM/PM Average Daily Child Count

Location	2016-2017	2015-2016	2014-2015	2013-2014	2012-2013	Five Year Average
15th St & Lake Ave	18	31	19	43	42	30
15th St & Wilmette Ave	50	35	32	41	39	39
Forest Ave & Wilmette Ave	14	13	13	10	16	13
Highland Ave & Ridge Rd	14	42	32	14	56	31
Illinois Rd & Hunter Ave	245	357	274	288	298	292
Illinois Rd & Iroquois Rd	23	35	23	17	18	23
Lake Ave & Hunter Rd	48	68	73	73	83	69
Lake Ave & Locust Rd	41	29	30	45	48	38
Lake Ave & Ridge Rd	28	27	35	24	21	27
9th St & Central Ave	118	125	118	86	113	112
9th St & Greenleaf Ave	54	65	69	80	64	66
9th St & Lake Ave	101	115	103	95	96	102
Prairie St & Wilmette Ave	29	47	38	34	53	40
Thornwood Ave & Hunter Rd	57	71	62	70	64	63
Wilmette Ave & Romona Rd	24	18	12	18	9	16
Wilmette Ave & Skokie Blvd	19	16	25	20	12	18