



1200 Wilmette Avenue
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DEPARTMENT OF
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**NOTICE OF MEETING
of the
TRANSPORTATION COMMISSION**

Village Hall – Broadcast only (Village Hall is closed due to the Village President’s Declaration of Local Disaster and Public Health Emergency Order) ¹

Wednesday, May 26, 2021 7:00 p.m.

AGENDA

1. Call to Order
2. Approval of minutes of the February 16, 2021 meeting of the Transportation Commission
3. Approval of the Annual School Crossing Guard Report – Police Department
4. Public Comment
5. Old Business
6. New Business
7. Adjournment

Commissioner Libby Braband, Chair

This meeting will be held remotely by the Transportation Commission. The meeting will be broadcast live at <https://www.youtube.com/user/villageofwilmette/live> and on Channel 6 and then published on the Village’s website. Members of the public may make public comment in advance of the meeting by emailing their comments to publiccomment@wilmette.com or comment may be made during the meeting through YouTube live which will be provided to the Commission. There is also the option to participate in the meeting via a PC, mobile device or phone. For complete details and instructions on joining or participating in the meeting, please [click here](#).



1200 Wilmette Avenue
WILMETTE, IL 60091

Engineering and
Public Works Department

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MEETING MINUTES

TRANSPORTATION COMMISSION

**TUESDAY, February 16, 2021
7:00 P.M.**

Village Hall – Broadcast only (Village Hall is closed due to the Village President's Declaration of Local Disaster and Public Health Emergency Order) ¹

Members Present:

Commissioner Issac Gaetz
Commissioner Benjamin Schmitt
Commissioner Randall Tyner
Commissioner Jill Hayes (Chair pro tem)
Commissioner Andrew Levy
Commissioner Nathan Kebede

Members Absent:

Chair Libby Braband

Staff Present:

Brigitte Berger-Raish, P.E., Dir of Eng and Public Works
Dan Manis, P.E., Village Engineer
Dan Smith, P.E., Project Engineer
Kyle Murphy, Police Chief

Consultants:

Peter Lemmon, Kimley-Horn and Associates
Peter Wajda, Kimley-Horn and Associates

Guests Present:

David Hamm, 2224 Thornwood

I. CALL TO ORDER.

Brigitte Berger-Raish called the meeting to order at 7:01 p.m. Brigitte Berger-Raish, Director of Engineering and Public Works, took the role of the

¹This meeting was held remotely by the Transportation Commission over Microsoft Teams. The meeting was broadcast live at <https://www.youtube.com/user/villageofwilmette/live> and on Channel 6 and then published on the Village's website. Members of the public were able to make public comment in advance of the meeting by emailing their comments to publiccomment@wilmette.com or comments could be made during the meeting through YouTube live and provided to the Commission. There was also the option to participate in the meeting via a PC, mobile device or phone.

Commissioners. Commissioner Gaetz nominated Commissioner Hayes as chair pro tem. The motion was seconded by Commissioner Kebede. **The motion was approved by a unanimous voice vote.**

II. APPROVAL OF MINUTES OF THE AUGUST 11, 2020 TRANSPORTATION COMMISSION MEETING

Chair Hayes directed the Commission's attention to the draft minutes of the Transportation Commission meeting of August 11, 2020.

Commissioner Levy moved to approve the minutes. The motion was seconded by Commissioner Gaetz. There were no changes noted to the minutes. **The motion was approved by a unanimous voice vote.**

III. REVIEW AND APPROVAL OF THE KENILWORTH GARDENS TRAFFIC CALMING EVALUATION REPORT

Mr. Manis started discussion of the Kenilworth Gardens traffic calming evaluation by stating that the basis of the study was due to multiple requests for traffic calming in the neighborhood over a number of years. Kimley-Horn and Associates were hired by the Village to investigate the excessive speed concerns on the east-west streets in the Kenilworth Gardens neighborhood.

Peter Lemmon of Kimley-Horn and Associates presented the traffic calming evaluation study conducted in the Kenilworth Gardens neighborhood. The Village's traffic calming policy and applicable criteria for streets to be eligible for traffic calming were discussed. A summary of collected data was presented, including 85th percentile speeds and volumes for various streets in the neighborhood. Elmwood Avenue from Hunter Road to Ridge Road was identified as a candidate for traffic calming, and potential options for traffic calming treatments were presented. The recommended plan includes four speed humps on Elmwood Avenue in the affected area with additional speed humps in the future on Greenwood Avenue. Mr. Lemmon also recommended continuing to monitor other streets in the neighborhood after the installation of speed humps.

Commissioner Gaetz voiced concern that there are other streets in the neighborhood that are currently close to the volume threshold for traffic calming, and that the installation of speed humps on Elmwood Avenue could cause those streets to exceed acceptable volumes. Commissioner Gaetz also asked if speed humps would be an easier treatment to implement with consideration of the Master Bike and Active Transportation Plan.

Mr. Lemmon elaborated on patterns observed in the traffic data that was collected. One block of Chestnut Avenue did not have historical data due to multiple driveways and the impact of the pandemic on the ability to collect data which would be considered normal for volumes. Mr. Lemmon also commented that speed humps would likely not have an impact on cyclists in this area, as riders in this neighborhood are more likely to be causal riders.

Commissioner Kebede asked why Hunter Road was not included in this study, and Mr. Manis responded that Hunter Road had already been considered in a past study and traffic calming measures have already been implemented. Ms. Berger-Raish also added that Hunter Road is considered a collector route and not eligible for traffic calming.

Commissioner Gaetz asked why 21st Street was not studied, and Mr. Manis replied that the volume and speeds from a past study were not close to the threshold for any traffic calming measures.

Commissioner Levy asked why this particular neighborhood was studied for traffic calming, and Mr. Manis referenced a previous Transportation Commission meeting in 2019 at which there was public comment regarding a request for traffic calming and follow up action to study the neighborhood was taken. Commissioner Levy also asked about the height of the proposed speed hump, which Mr. Lemmon described the potential solutions.

Chair Hayes asked about the duration of the data collection, which Mr. Manis stated that studies are typically run Tuesday to Thursday, and data was collected over a number of years, while avoiding holidays. Mr. Lemmon added that most studies were conducted between May and October.

Commissioner Schmitt asked if the street widths are similar amongst all streets in the neighborhood, and Mr. Lemmon and Mr. Wajda stated that most of the streets in consideration are similar in geometry and have on street parking. Mr. Lemmon stated that Elmwood Avenue has more sporadic parking, which may lead to the higher speeds.

Commissioner Schmitt also asked if the volume and speeds on Elmwood Avenue are a recent concern to which Mr. Manis replied that 2011 data showed similar trends.

Mr. Manis stated that in 2019, traffic calming was funded by the Village Board, and the speed radar signs were purchased at that time. The traffic calming fund would be used to build the speed humps.

Chair Hayes noted public comment regarding crash data, and Mr. Murphy stated that most accidents in the area were minor property damage and side swipes of parked vehicles.

Commissioner Tyner asked about the impact of speed humps on emergency vehicle response times and snow plowing. Ms. Berger-Raish stated that plow damage hasn't been significant, but maintenance of the pavement markings do have an impact on budget. The original traffic calming plan was developed in conjunction with police and fire, and collector streets are not eligible for certain treatments for that reason.

Chair Hayes opened the floor for public comment on this item.

David Hamm, 2224 Thornwood, stated that he is concerned due to the large amount of small children in the area and appreciated that studies that have been completed to this point. Mr. Lemmon stated that the study tries to use a data driven approach, but commented that it could be a sight line issue due to parked cars as well as speeding. Discussion ensued about traffic being routed to other streets due to the installation of the speed humps, and possible deployment of the Village's radar signs in the area as well.

Marcell asked if the number of cars that did not stop at 21st and Elmwood was tracked, and Mr. Manis stated that it was not.

Charles Drummier asked if speed cameras have been considered, and Mr. Lemmon stated that it has not been considered at this point, and are used primarily for enforcement and wasn't aware of any applications in residential areas. Mr. Murphy stated that police conducted approximately 50 traffic surveys on Elmwood Avenue, which resulted in two citations. Mr. Drummier also noted the lack of compliance at the stop sign on 21st Street and Elmwood Avenue.

Bill Pickrell asked to what extent demographics were taken into consideration regarding younger children and the inability to see over parked cars. Mr. Lemmon reiterated the possibility of speed radar signs as a temporary solution. Ms. Berger-Raish added that vehicles speed on a street because the geometry of a street allows it, and that the Village's traffic calming policy is data driven to ensure the correct choice in traffic calming measures.

One additional comment was regarding the condition of striping on Hunter Road, as well as the concern that speed humps do not necessarily have a calming effect on large SUVs and trucks. Mr. Lemmon added that compliance at the stop sign on Elmwood Avenue may be helped by the addition of the speed humps, and disincentivize using Elmwood Avenue as a cut through to make up time.

Commissioner Gaetz asked about not collecting data on Mondays, Fridays, or holidays. Mr. Lemmon and Ms. Hayes commented that typically the Tuesday to Thursday study is typically considered industry standard and in accordance with the policy.

The Commission directed staff to survey stakeholders on Elmwood Avenue for potential speed humps, and also monitor the stop sign compliance at 21st Street and Elmwood Avenue.

IV. PUBLIC COMMENT

Mr. Drummier stated that any traffic calming would be welcome on Elmwood Avenue.

V. OLD BUSINESS

Mr. Manis announced that the Master Bike and Active Transportation Plan is anticipated to be approved at the February 23rd, 2021 Village Board meeting.

VI. NEW BUSINESS

Mr. Manis stated that a future Transportation Commission meeting would include a review of pavement markings and bike accommodations on Greenleaf Avenue east of Poplar Drive, as well as a multi-year bike and active transportation plan implementation discussion.

VII. ADJOURNMENT

Commissioner Tyner moved to adjourn the meeting. The motion was seconded by Commissioner Gaetz and approved by unanimous voice vote. **The motion carried.** No further discussion occurred on the motion.

The meeting was thereafter adjourned at 8:40 p.m.

Minutes Respectfully Prepared by Dan Smith, P.E.



DATE: May 26, 2021

TO: Transportation Commission

FROM: Kyle Murphy, Chief of Police
Michael McGarry, Patrol Commander

SUBJECT: 2020-2021 School Crossing Report

Action Requested

Review and approval of the 2020-2021 School Crossing Guard Report presented by the Police Department.

Background

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 deployed. In 2021, the Police Department budget for crossing guards is \$285,000. Spring of 2020 marked the beginning of the global pandemic, COVID-19. This impacted in person learning for most of the Spring of 2020 and Fall of 2020 semesters. Some in person learning did resume in the Fall of 2020, however not to an attendance level to adequately evaluate or justify any immediate changes.

Current Status

The Wilmette Police Department now manages seventeen school crossing locations staffed by seventeen full-time adult school crossing guards and two substitute adult crossing guards. Start and end times vary depending on assigned locations and effected schools. Historically, crossing guards were responsible for two (2) one hour crossings per day. In approximately 2017, District #39 adjusted their school hours on Fridays, resulting in an additional one hour of needed crossing coverage for Friday afternoons at a cost of approximately \$20,000 annually. For the Fall of 2020, District #39 further adjusted learning hours now extending one additional hour five days per week. This adjustment impacted five crossing locations with an additional annual police budget impact of approximately \$35,000.

Crossing Guard Vacancies

Crossing Guard vacancies are traditionally covered by designated substitute guards, Community Service Officer, Parking Control or sworn Police Officers. The Community Service Officer assigned to Traffic Services retired in January of 2021. One additional vacancy remains for the position of substitute crossing guard. This coupled with the frigid Winter weather resulted in the use of Department personnel to cover vacancies on eighty-one (81) occasions from January through the beginning of March. The Village continues to place a priority on identifying qualified candidates for the current Community Service Officer and substitute crossing guard vacancies as Police personnel availability for emergency calls is critical.

Recommended studies for Fall of 2021

Lake Ave. and Ridge Rd.

St Joseph's School located at 1740 Lake Ave. has been reduced to kindergarten only. These students do not walk or bike to school alone. Lake and Ridge is not along a school walking route, however, is along a priority sidewalk snow removal route. This location should be further analyzed during the 2021-2022 school year when a more representative walking and biking student population is anticipated.

Wilmette Ave. and Ridge Rd.

Village Engineering received one (1) request for a guard at Wilmette & Ridge (a fully signalized intersection). While the designated school walking routes do not cross the intersection of Wilmette Ave. and Ridge Rd, the parent lives on Central Park (south of Wilmette and east of Ridge Road) and expressed concern crossing Wilmette Avenue to get to the designated school walking route on Highland Avenue. Given that there are no crosswalks or protected Wilmette Avenue crossings west of 15th Street, engineering staff has scheduled a traffic study at Wilmette and Ridge to determine if the warrants for a crossing guard are met as referenced in the crossing guard policy.

Traffic Flow

Traffic flow concerns at Harper Elementary School were brought to our attention from District #39. Several observations were made and no safety concerns were noted. This area should be reviewed during the 2021-2022 school year. In addition to public outreach, planning on safety, traffic and communication has already begun in anticipation of the Thornwood Park Stormwater Project scheduled to begin in Spring of 2022.

Recommended Safety Improvements

Crosswalk Striping	
Location	Status
9 th and Lake	Summer by contractor
Illinois and Hunter	Summer after Neighborhood Storage Project
Skokie and Wilmette (west leg)	Summer after Neighborhood Storage Project

WILMETTE POLICE DEPARTMENT
School Crossings
2020-2021

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
Tyrone Coleman
Omega Clark
Gwendolyn Hall

HARPER SCHOOL

Location

Illinois & Iroquois
Hunter & Thornwood
Hunter & Lake

Guards

Betty Smith
Rami Cohen
Jean Bodkin

ROMONA SCHOOL

Location

Skokie & Wilmette
Romona & Wilmette
615 Locust

Guards

Richard Terry
James Wrzala
George Dotson

HIGHCREST MIDDLE SCHOOL

Location

Hunter & Illinois
Lake & Locust

Guards

Larry Daniels
Joyce Childress

ST. JOSEPH'S SCHOOL

Location

Lake & Ridge

Guards

Glyndean Lane

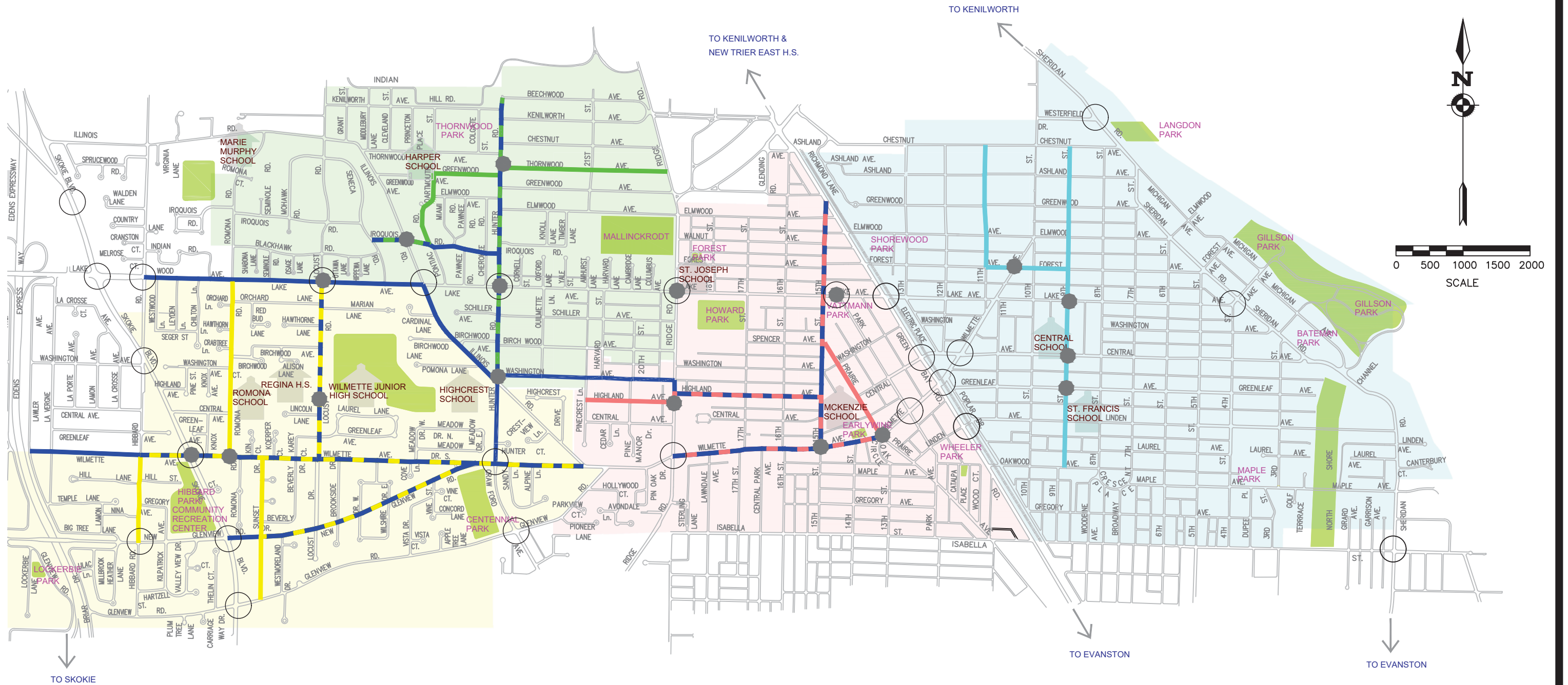
SUBSTITUTES

Cheryl Butler

Combined AM/PM Average Daily Child Count

Location	2018-2019	2017-2018	2016-2017	2015-2016	2014-2015	Five Year
						Average
15th St & Lake Ave	18	35	31	19	43	29
15th St & Wilmette Ave	37	32	35	32	41	35
Forest Ave & Wilmette Ave	36	10	13	13	10	16
Highland Ave & Ridge Rd	43	65	42	32	14	39
Illinois Rd & Hunter Ave	320	295	357	274	288	307
Illinois Rd & Iroquois Rd	12	32	35	23	17	29
Lake Ave & Hunter Rd	71	81	68	73	73	73
Lake Ave & Locust Rd	27	22	29	30	45	31
Lake Ave & Ridge Rd	17	34	27	35	24	27
9th St & Central Ave	142	102	125	118	86	103
9th St & Greenleaf Ave	82	68	65	69	80	73
9th St & Lake Ave	112	114	115	103	95	108
Prairie St & Wilmette Ave	48	41	47	38	34	42
Thornwood Ave & Hunter Rd	79	74	71	62	70	71
Wilmette Ave & Romona Rd	21	19	18	12	18	18
Wilmette Ave & Skokie Blvd	22	21	16	25	20	21
615 Locust	68	-	-	-	-	68

- 615 Locust crossing was added in 2019.
- No reliable counts were taken during 2019-2020 school year due to pandemic and remote learning.



Village of Wilmette District 39 School Walking Route Map

LEGEND:

- | | | |
|------------------|--|--|
| Central School | | School |
| Harper School | | Route for Mult. Schools |
| Highcrest School | | Adult Crossing Guard |
| McKenzie School | | Traffic Signal / Pedestrian Traffic Signal |
| Romona School | | |