

Minutes of the **Transportation Commission** Meeting Held on **January 19, 1999** at **7:30 p.m.** in the **Training Room** of the Village Hall, 1200 Wilmette Avenue, Wilmette, Illinois 60091

Members Present: Neil Ferrari
Andrew Hansen
Barbara Lusky
Amy Panici
Roger Teal
Alan Swanson, Chairman

Members Absent: Dominick Gatto

Staff Present: Robert S. Lewis, Village Engineer
Linda Reilley, Engineering Assistant
George Carpenter, Police Chief
Brian King, Police Commander
Officer Julie Parisi, Traffic Coordinator
Steve Dumovich, Fire Chief
Tom Schaefer, Duty Chief

1. **Approval of the November 17, 1998 meeting minutes**
Chairman Swanson called the meeting to order and called the roll. The Chairman recognized Commissioner Teal.

Commissioner Teal moved to approve the November minutes, **Commissioner Lusky** seconded the motion. The November minutes were approved as corrected.

2. **Review of the Posting of “No Parking” on one side on Narrow Streets with pavement widths 27—feet or less.**

Chairman Swanson reviewed a request by the Public Works Department to limit parking on the 1500 and 1600 blocks of Walnut, and the global issue of safety on narrow streets Village-wide. The Fire Department provided a letter and photographs to illustrate the situation as it exists. The **Chairman** suggested a review of Village streets to see how widespread the issue is before a remedy is applied. **Chairman Swanson** recognized Robert S. Lewis. **Mr. Lewis** described the problems the Village faces in providing public works and emergency services to residents given the variety of street widths, some of which are **under** the universal standard of 27 feet. **Mr. Lewis** introduced a map of Village streets that indicated

the various street widths, the widest of which is 27 feet. He explained that streets that are 23 feet or less pose the greatest challenge. The Fire Department provided videotapes, a ladder truck (set up in the parking lot with its outriggers deployed) and cones to further illustrate the difficulty involved. **Police Chief George Carpenter** asked why the ladder truck must be parked in front of the house that requires emergency services. **Fire Chief Dumovich** explained that because of the limitations of the ladder's length, it must be positioned in front of the structure involved. Using the widest street—27 feet—as an example, **Chief Dumovich** demonstrated that after subtracting parking distance from the curb on each side, vehicle widths, and the width of the ladder truck **without the outriggers** (*stabilization jacks to support the ladders*), the net result is 4 feet of usable space. This 4 foot distance does not provide room for the outriggers, nor does it allow room for personnel to open the necessary compartments. Tool kits, smoke bands, salvage covers, and a ladder are contained in the compartments. One compartment accommodates a large diameter hose connection to the hydrant. A 5" hose is laid out 10 feet-- in a loop-- to prevent buckling. The truck doors swing out 34" enabling firefighters to exit the vehicle.

Duty Chief Tom Shaefer explained that he drove his car down Walnut and had difficulty maneuvering between cars parked on both sides of the street. A 40-foot ladder truck would **not** be able to negotiate the street under like conditions. **Fire Chief Dumovich** pointed out that the **ambulance** that follows the fire truck **is 4 inches wider** than the fire truck. **Commissioner Teal** asked for additional information about the hose requirements. The Fire Chief played a video for the Commissioners to further illustrate the difficulty. **Chairman Swanson** clarified that the pumper truck has some additional flexibility in terms of placement on the street.

Commissioner Lusky asked for the width of the ambulance. **Duty Chief Tom Schaefer** responded that it is 100 inches including the rub rails and fender molding. **Comissioner Lusky** asked if other communities restrict parking to allow for delivery of emergency services. **Chief Dumovich** confirmed that other communities **do** have restrictions.

At 8:15 p.m., **Fire Chief Dumovich** invited the Commissioners to the parking lot for a live demonstration of the deployment of the fire truck outriggers, and the space requirements.

At 8:35 p.m., the meeting reconvened. **Chairman Swanson** thanked the Fire Department for a meaningful three-dimensional demonstration and invited discussion of which street width would offer the minimum of allowing the fire truck to pass down the street if cars are parked on both sides of the street.

Robert S. Lewis suggested that a street width of 23 feet **would allow** for passage of the fire truck. **Fire Chief Dumovich** pointed out that the existence of driveways accessible from the front may be a useful determinant. If parking on one side of the street is staggered, placement of fire hydrants will need to be considered. **Robert S. Lewis** added that if the hydrants are on the corners, staggering the parking could accomplish traffic calming as well as the preservation of the space necessary to provide services.

Commissioner Ferrari inquired about the implementation of seasonal restrictions on 24 to 27 foot streets. **Linda Reilley** noted that such restrictions already exist—particularly with regard to snow plowing. **Commissioner Ferrari** emphasized a need for enforcement of the restrictions whatever they are.

Robert S. Lewis suggested that as a practical matter concerning budget, time to implement and production and posting of signage, the solution (whatever it is) would have to be staged. He recommended a systematic approach. **Chairman Swanson** agreed. **Police Chief Carpenter** noted that if residents were notified of future restrictions, the knowledge would impact vehicle purchases as well as planned garage construction. **Fire Chief Dumovich** suggested community education via the newspaper and WCTV would be beneficial as well.

Commissioner Lusky reiterated the importance of serious consideration of the information as provided by the Fire, Police and Engineering Departments. She suggested that mathematics of providing emergency services would seem to include Village streets whose width(s) are 24 feet or less in a global policy.

Using the same mathematical formula, **Commissioner Teal** suggested an initial policy that included streets whose width(s) are 22 feet or less; and later, including streets up to 24 feet wide.

Commissioner Hansen expressed a preference for a phased-in global approach coupled with immediate dissemination of information and a long-range plan for education.

Commissioner Ferrari emphasized the importance of preparedness based on the Commission's best judgement, and suggested that; in support of the Commission's position, information about "like" streets with existing restrictions should be gathered. This information would go a long way toward justification of future policy. He cautioned; however, that there may be extenuating circumstances.

A brief discussion of cul-de-sacs followed.

Chairman Swanson volunteered to draft a policy to restrict parking that would not alter the fact that an ordinance is in place that allows parking restrictions in other circumstances. He summarized the Commission's decision to provide data for an article, more information, an education effort, and—within budget constraints—immediate implementation of a program of parking restrictions for streets whose widths are **22 feet or less**, and the development of a program to include streets up to and including 24 foot widths. **The Chairman** emphasized that the Fire, Police, and Engineering Departments must first take this to the Administration.

Commissioner Ferrari cautioned that arbitrarily naming a width would incite criticism.

Chairman Swanson reminded the Commissioners of the effective policy employed in Chicago that effectively leaves 17 feet of available space for the provision of services.

Commissioner Lusky suggested that the mathematical approach would eliminate the appearance of any randomness.

Robert S. Lewis expressed a preference for dissemination of an article that would inform residents and provide them with an opportunity to contact the Fire and Police Chiefs or the Engineering Department prior to policy implementation.

Addressing the practicality of developing an implementation program, **Chairman Swanson** reiterated that the Administration would be notified first, followed by notice to the Public Works Sign Shop, and determination of the best and most effective means of communication with residents. Staff was directed to work out a draft framework based on the data required.

3. **Old Business / Pending Matters / Next Meeting**

The Chairman turned the discussion toward Old Business and Pending matters. *Chairman Swanson* noted that the Bicycle Task Force has requested a place on the February agenda. *Linda Reilley* introduced a petition for NO PARKING 2a.m.—5a.m. on the 500 block of Knox, a request from a resident for a ONE WAY alley in the 800 block of Green Bay Road, Manor Drive traffic issues including a study of Loyola-related traffic, and a request for an ALL-WAY STOP on Ridge Road at Kenilworth / Beechwood and Park Avenue located in Kenilworth.

The next meeting was set for Tuesday, February 16, 1999 at 7:30 p.m.

There being no other business, *Commissioner Panici* moved for adjournment, seconded by *Commissioner Lusky*. The motion passed by voice vote, and the meeting adjourned at 10:02 p.m.

Minutes respectfully submitted by Amy E. Hellwig.