

Minutes of the **Transportation Commission** Meeting Held on Tuesday,
February 20, 2001 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
Amy Panici
Steve Schlickman
Roger Teal
Alan Swanson, Chairman

Members Absent: Barbara Lusky

Staff Present: George Carpenter, Chief of Police
Paul C. Knueppel, Acting Village Engineer
Linda Reilley, Engineering Assistant

Staff Absent: Julie Parisi, Traffic Coordinator
Don E. George, Parking Enforcement Officer

Also Present: Elaine Lenz, 900 Oakwood

1. **Approval of the January 16, 2001 Minutes**

Chairman Swanson called the meeting to order at 7:34 p.m. and called the roll. With a quorum present, **Chairman Swanson** began the meeting by welcoming interested parties in attendance and recognized **Paul Knueppel**, Acting Village Engineer. **Mr. Knueppel** informed the Commission that the new Village Engineer, Brigitte Mayerhofer, would assume her duties effective March 5th. The **Chairman** indicated that he had met Ms. Mayerhofer and looks forward to working with her. Turning to the January minutes, **Chairman Swanson** asked that they reflect **Commissioner Schlickman's** absence. **Commissioner Panici** moved to approve the minutes. **Commissioner Hansen** seconded the

motion. *The corrected January minutes were unanimously approved by voice vote.*

2. **Presentation of Bicycle Task Force December minutes and pending Task Force issues**

Chairman Swanson recognized **Linda Reilley** who provided a synopsis of the Bicycle Task Force meeting and fielded questions from several Commissioners. **Commissioner Hansen** asked who had petitioned for sidewalk along Hibbard Road. **Commissioner Panici** surmised that many were parents of eighth graders at Avoca who will want their freshmen to cycle to New Trier (West) when it opens in the fall. **Commissioner Schlickman** asked if there is money for a bicycle route to New Trier (West) or if the issues faced related solely to coordination. **Ms. Reilley** reported that Senator Parker and Village Manager Heidi Voorhees had met with concerned residents to discuss funding and a request to have IDOT conduct an engineering study regarding the feasibility of a bike path or a sidewalk. **Ms. Reilley** indicated that other issues, namely drainage, curb and gutter and paving must be addressed prior to the creation of a new sidewalk. **Chairman Swanson** indicated that an existing underpass might prove useful. **Ms. Reilley** reminded the **Chairman** that there is no easy access to Cook County Forest Preserve property without going over private property—Woodley Road. Cyclists will travel north on Hibbard Road to Winnetka Avenue and go west to New Trier (West). Responding to a question about the status of a bicycle route map, **Ms. Reilley** pointed out that the Village President and the Village Manager have promised to make funds available for the bicycle route map currently being reviewed by the Bicycle Task Force. The map will not include Forest Preserve property or unincorporated areas or the Village of Northfield.

3. **Intersection alignment issues at Wilmette Avenue and Illinois Road—status**

Chairman Swanson recognized **Paul Knueppel** who explained that T.Y. Lin International Bascor are surveying and would likely provide a proposal at the March meeting. **Commissioner Ferrari** raised the issue of rumble-strips aiding the southbound traffic, pointing out that resident concern seems to be about the northbound traffic.

4. Traffic Calming on Locust Road—discussion

The **Chairman** turned the Commission's attention to the traffic calming on Locust Road, and explained that the next step in the process is a Public Meeting. The **Chairman** recognized **Paul Knueppel** who presented photographs he had taken of the traffic circles in southwest Evanston and expressed his concern that service and emergency vehicles might have difficulty negotiating the traffic circles. **Mr. Knueppel** explained that the 25-foot turning radius is too tight and the vehicles will run over the median or sidewalk. **Mr. Knueppel** added that Evanston streets are wider, at Locust would prove problematic because it is a 21-foot street.

Commissioner Panici confirmed **Paul Knueppel's** concerns as a result of her drive through the area earlier in the day.

Commissioner Panici recommended that the other commissioners drive these areas, too, and added that her concern that school busses and landscape vehicles would experience difficulty. The Commissioner asked if there was a marked difference in the cost of moving sidewalks back or widening them at the intersections.

Chairman Swanson indicated that it would be about \$10-20,000 per intersection as compared to the cost of a traffic circle.

Commissioner Ferrari reminded the Commission that the radii could be adjusted. **Chairman Swanson** suggested that a 7-foot radius is an attractive circle, but anything smaller would not be attractive or acceptable in the neighborhood. **Commissioner Panici** said that choosing seasonal greenery might also pose a challenge. **Commissioner Panici** asked whether this would provide enough room for Public Work's salt trucks, and suggested that Public Works stripe a circle on the pavement to give residents an idea of its overall size. **Linda Reilley** suggested that the intersection at Iroquois could be bumped out; and in doing so, some parking would be lost. **Commissioner Ferrari** reminded that Commission that the ability to take it out if it doesn't work should be maintained. **Commissioner Schlickman** recommended that low cost alternatives should be explored first, provided safety issues can be addressed. **Chairman Swanson** suggested that the Commission have a number of alternatives (islands or bump-outs either up or downstream to discourage traffic) at its disposal, be able to provide concept of size and plantings, and be prepared to address homeowner claims of impact. The **Chairman** reminded the Commission that traffic calming is the first priority.

Commissioner Ferrari suggested that all three intersections should be done at the same time to better gauge the effects of the

traffic calming measure. **Chairman Swanson** asked for budget clarification regarding development of the pilot program. **Linda Reilley** confirmed that \$15,000 had been budgeted for three types of traffic calming measures, noting that the speed humps on Manor Drive had been taken out of the Road Program budget.

Commissioner Schlickman asked **Linda Reilley** if she had spoken with Evanston about their decision to install the circles and issues that might have required solutions. **Ms. Reilley** said she had not. **Commissioner Schlickman** made reference to traffic documents from the Chicago Plan Council and several other communities that have installations that he had sent to **Commissioner Panici**. **Commissioner Schlickman** asked **Linda Reilley** to review the information to see how other communities addressed the same sorts of issues.

Commissioner Hansen suggested that an edge-line be painted to delineate the sidewalk from the road. **Commissioner Teal** asked if additional funds were available to relocate the sidewalks. **Commissioner Schlickman** informed the Commission that such projects have been done in Northbrook, Highland Park, Evanston and Portland, Oregon. **Commissioner Schlickman** expressed concern that a limited budget might not be enough to do it right, and it might be better to hold out for additional funding, and asked what those sources might be. **Commissioner Ferrari** asked how much it would cost to get the desired results. **Chairman Swanson** directed **Paul Knueppel** to speak with Village Manager Heidi Voorhees to see if there is any leverage in the budget. **Commissioner Teal** proposed that before that is done, Staff should determine the cost of three circles with an add-on for sidewalk work. **Chairman Swanson** agreed with **Commissioner Teal** even though he doesn't believe that sidewalk work poses a big issue. **Commissioner Schlickman** proposed that the consultant appear at a meeting. **Paul Knueppel** reminded the Commission that the charge for additional input from the consultant would effectively reduce the amount available for construction. **Mr. Knueppel** noted that funds for sidewalks had not been allocated. **Chairman Swanson** suggested that a key person from Evanston appear instead.

Commissioner Hansen asked if anyone had seen the effectiveness of the circles in the summer. **Commissioner Panici** indicated that she found excessive signage objectionable.

Chairman Swanson directed Staff to contact Evanston and the other communities and catalog their experiences and/or solutions to the issues raised.

5. **Feedback**

Chairman Swanson distributed resident questionnaires.

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

Chairman Swanson suggested that Chestnut and several other areas might be suitable for traffic circles, but cost estimates would need to be gathered and funding secured.

Turning to another matter, **Chairman Swanson** called for an update on Wilmette Avenue and recognized **Paul Knueppel**. **Mr. Knueppel** reported that a meeting with the Illinois Department of Transportation (IDOT) District I and Springfield had taken place earlier this month. **Commissioner Schlickman** proffered his assistance to the Village if an appeal of IDOT's decision concerning the cross-section was required.

The next meeting was scheduled for March 20, 2001.

Commissioner Panici moved for adjournment, **Commissioner Teal** seconded the motion. There being no further business, *the meeting was adjourned at 8:55 p.m.*

Minutes respectfully submitted by Amy E. Hellwig