

**Minutes of the Transportation Commission Meeting Held on
Wednesday, January 8, 2003 at 7:30 p.m.** in First Floor Conference
Room at Village Hall, 1200 Wilmette Avenue, Wilmette, Illinois 60091

Members Present: Neil Ferrari
Andrew Hansen
Barbara Lusky
Amy Panici
Steve Schlickman
Alan Swanson, Chairman

Members Absent: Roger Teal

Staff Present: Brigitte Mayerhofer, P.E., Director, Engineering
Linda Reilley, Engineering Assistant
Brian King, Deputy Police Chief

Also Present: Ms. Lillian Beshel, 2645 Blackhawk
Mr. and Mrs. Joe Peck, 728 La Porte

Call to Order at 7:33 p.m.

1. Review of November 13, 2002 minutes

Motion to approve the November 13, 2002 minutes

Motion by: *Commissioner Ferrari*

Second: *Commissioner Panici*

Discussion: *Minutes amended per Commissioner Ferrari*

Action: **Approved as amended by unanimous voice vote**

2. Review of the November 6, 2002 Bike Task Force Minutes

(This item was discussed after item 4 on the agenda.)

- Linda Reilley reported that the Bike Task Force has not met since November. Their next meeting is in February.

**3. Relocation of eastbound PACE bus stop on Central Avenue,
east of Green Bay Road**

- Chairman Swanson introduced Brigitte Mayerhofer who made a brief presentation on the relocation of the bus stop. Ms. Mayerhofer presented the changes to Central Avenue in

conjunction with the Metra Parking Lot project. She said the bus stop was relocated because of safety concerns stemming from the close proximity of the bus stop to the railroad tracks.

- Commissioner Schlickman asked for clarification as to why the center line of Central Avenue was moved to the south. Ms. Reilley stated the original roadway was not striped and that people drove the road as two lanes. The designated striped lanes provide a safer environment for westbound vehicles.
- Mr. Peck, 728 La Porte stated that he is a 45 year resident. He is not aware of any accidents that have occurred since he has lived in the Village. Mr. Peck stated that the Village should have considered a dedicated bus lane on the south side of Central Avenue.
- Mr. Peck stated that the bus riders were not included on the Metra parking lot committee and therefore not a part of the decision making process. Commissioner Ferrari stated that he is a member of the Committee and also takes the bus.
- Ms. Lillian Beshel 2645 Blackhawk, stated that the additional 70 or so steps is a long way, especially for an older person. She continued to say that bus stops are generally across from one another, which makes the current configuration confusing.
- Ms. Beshel stated that the connections from bus to train are already close, so the additional distance makes it more difficult to catch the train.
- Ms. Beshel summarized her statements by saying she could live with the situation, but that it is making life more difficult.
- Mr. Peck stated that now many bus riders get off the bus on the opposite side of Green Bay Road, which is an unsafe condition because they have to cross Green Bay Road and the tracks.
- Commissioner Panici asked what notification was done for the parking lot project, especially for the change in the bus stop. Ms. Mayerhofer said that there were open planning meetings, an open house, presentation on WCTV and articles in the *Communicator* and the *Wilmette Life*. Ms. Reilley stated that PACE had been aware of the change early on in the process.
- Commissioner Schlickman stated that PACE also has a responsibility to notify their riders.
- Commissioner Ferrari stated that he spoke with a representative from PACE about the project. Commissioner Ferrari communicated that PACE's primary concern is to get their buses out from the traffic lanes. This was

accomplished on the north side of Central Avenue with the construction of the bus turnout. On the south side, PACE was concerned about the buses hanging over the tracks.

- A discussion ensued concerning the various routes the PACE buses have been taking to get to the drop off on Central Avenue at the train station.
- Chairman Swanson asked if anyone knew what the threshold of change was before PACE had to notify its customers. Commissioner Ferrari said the change in the bus stop is minor and did not require formal notification.
- Chairman Swanson asked how tight the bus and train schedules are, to which Mr. Peck stated they were extremely close together.
- Chairman Swanson looked at the configuration and said it looked possible to carve out an area on the south side of Central Avenue for a PACE bus to stage. This would, however, require removing and relocating curb and sidewalk.
- Commissioner Ferrari requested that staff put together a scaled drawing of the south side of Central Avenue for the next meeting.
- In addition, Commissioner Schlickman requested that staff meet with PACE to discuss the bus stop on Central Avenue to see if they can come up with some operational changes that could make the transition from the bus to the train easier. Chairman Swanson also asked if they can review and if necessary adjust their schedule.
- Commissioner Panici stated she did not necessarily want to see the stop reinstated, but that PACE should have notified their customers in advance of eliminating the stop.
- Commissioner Ferrari stated that the most significant change in travel time to the train station is the reconfiguration of the traffic signals on Green Bay Road.
- There was consensus that despite this small concern, PACE service is reliable and efficient.

4. Balanced Growth Study of Lake Avenue from Skokie Boulevard to Green Bay Road

- Commissioner Panici asked where the accident data came from, to which Linda Reilley stated: "The Police Department."
- Commissioner Schlickman requested that staff also consider pedestrian accidents as well as traffic accidents.
- A discussion of the different traffic signal philosophies ensued, to which the Commission concurred that similar signal timings would be beneficial.

- Commissioner Schlickman suggested that since the state spent money on a plan for Lake Avenue, it should follow up with some funding for executing the improvements as well.
- Chairman Swanson stated that the difficulty with a lane reduction on Lake Avenue is that this concept has been done before in Wilmette and it has not worked very well. He continued to say this section of Lake Avenue was studied in the early 90's and called for five lanes, but the Village would not support the improvement.
- Ms. Mayerhofer stated that a three lane configuration will be used on Sheridan Road. Ms. Reilley said this was acceptable because the volumes were not nearly as high as Lake Avenue and that the configuration already existed in Kenilworth.
- The Commission agreed that lane reduction should not be pursued on Lake Avenue.
- Chairman Swanson asked if it was possible to get five lanes at Hibbard Road. Ms. Reilley stated that there is already a left turn lane from eastbound to northbound, but not for westbound to southbound. This was considered in an earlier County project, but not approved.
- A discussion of Locust Road concluded that left turn protection was needed moving westbound to southbound, but not in the reverse direction.
- Commissioner Schlickman stated that continuous sidewalks on the north side of the road should be supported.

Motion complimenting IDOT for conducting the balanced growth study which brings awareness to traffic and pedestrian safety and requesting support of the following recommendations from the study conducted by the Illinois Department of Transportation:

- **signal timing changes to achieve consistent green times;**
- **construction of continuous sidewalk;**
- **intersection widening for left turns at strategic locations, including a right-turn lane on eastbound Lake Avenue to southbound Green Bay Road.**

Motion by: Commissioner Schlickman

Second: Commissioner Hansen

Action: **Approved by unanimous voice vote**

5. Old Business / Pending Matters / Next Meeting

- Chairman Swanson asked Ms. Mayerhofer about the striping on Wilmette Avenue at Green Bay Road. Ms. Mayerhofer stated that the current configuration is only temporary and that staff will be seeking approval from IDOT to change the previously approved striping plan.
- The next meeting is scheduled for February 12, 2003.

There being no further business, the meeting was adjourned at 9:15 p.m.

Motion to adjourn.

Motion by: *Commissioner Schlickman*

Second: *Commissioner Hansen*

Action: **Approved by unanimous voice vote**

Minutes respectfully submitted by Brigitte Mayerhofer.