

Minutes of the Transportation Commission Meeting held on Wednesday, October 8, 2003 at 7:00 p.m. in the Training Room at Village Hall, 1200 Wilmette Avenue, Wilmette, Illinois 60091.

Members Present: Jim Grosh
Barbara Lusky
Steve Schlickman
Alan Swanson, Chairman
Ed Gubman
Amy Panici

Members Absent: Neil Ferrari

Staff Present: Brigitte Mayerhofer, P.E., Director, Engineering
Linda Reilley, Engineering Assistant
George Carpenter, Police Chief

Also Present: Eight residents:

Christie Crosh, 2339 Thornwood
Joe Feldman, 2515 Kenilworth
Tracy Grasher, 2514 Kenilworth
John Dold, 2336 Thornwood
Jody Franson, 2327 Kenilworth
Greg O'Reilley, 1225 Princeton
Jim Farrell, 2610 Kenilworth
Jean-Pierre Deheeger, 2413 Thornwood

Call to Order at 7:05 p.m.

1. Review of September 10, 2003 minutes.

Motion to approve the September 10, 2003 minutes.

Motion by: Commissioner Panici

Second: Commissioner Lusky

Discussion: Comments reflected in revised minutes

Action: **Approved as amended**

- Chairman Swanson asked staff to look at the southbound to westbound turning movement at Lake and Ridge. Lane widths may need to be adjusted to accommodate turning vehicles.

2. 2004 Traffic Calming—discussion

- **Chairman Swanson** opened the floor to the residents who wanted to address the Commission:
- **Christie Crosh**, 2339 Thornwood, said that she would like to see action to address speed and rolling stops at Cleveland. She recommends a step process to implement speed humps. Chief Carpenter stated that the stop sign is not warranted and therefore tickets do not hold up in court.
- **John Dold**, 2336 Thornwood, stated he is in favor of speed humps on Thornwood.
- **Jean-Pierre Deheeger**, 2413 Thornwood, concurred with the need for speed humps and also requested that parking be reinstated on Thornwood, south of Dartmouth.
- **Jim Farrell**, 2610 Kenilworth, is also in favor of traffic calming because of the many children who live on the block. He asked if the speed limit could be enforced to which Chief Carpenter responded that enforcement is possible but temporary, while traffic calming is permanent.
- **Greg O'Reilley**, 1225 Princeton, stated that he is in favor of traffic calming, but doesn't want to discourage traffic from using Kenilworth Avenue, and force vehicles to cut through to Thornwood.
- A general discussion ensued about unwarranted stop signs and why warrants are necessary.
- **Chairman Swanson** asked the residents if they thought the heavy volume was a result of cut-through traffic. The resident indicated cut through traffic to be a large part of the problem.
- **Jody Franson**, 2327 Kenilworth, stated that although she realizes cut-through traffic could not be eliminated, the speed could be reduced.
- **Chief Carpenter** stated the drainage berms that were installed on the east side of town had the unintended effect of calming traffic and slowing speeds.
- **Commissioner Lusky** asked Brigitte Mayerhofer why the speed humps were placed in the indicated locations. **Ms. Mayerhofer** explained that placement was based on driveway locations and judgment. **Ms. Mayerhofer** stated that she will look into the recommended width

between humps. North of Dartmouth on Thornwood, there is parking on the south side of the road, which serves as a calming technique.

- **Ms. Mayerhofer** explained that the traffic calming budget for 2004 is \$20,000. The Engineering Department would have more information about next year's budget by mid-November.
- **Commissioner Panici** commented that she would like to see something done with the eastbound movement from Illinois Road to Thornwood Avenue. She also stated that the speed humps should be more equally divided between Thornwood and Kenilworth, even if parking spaces are removed.
- **Commissioner Schlickman** stated that although unlikely, a special assessment could be considered by the neighbors, if funding was not available.
- **Commissioner Gubman** asked about the letter that was in the packets from the resident on Birchwood and Harvard. **Ms. Mayerhofer** explained that staff has taken counts and was in the process of reviewing the accident data. She indicated that staff was not yet prepared to make a recommendation on this intersection.
- The Commission discussed other possible traffic calming locations, citing the high speeds on Washington as a likely candidate. **Commissioner Panici** stated she would like to see accident data on Washington, Schiller, Kenilworth and Thornwood, before a decision on traffic calming is made.
- A discussion ensued concerning the length of the process to implement traffic calming. The Commission concurred that traffic calming is extremely important and that the Village Board should be aware of the Commission's position to support traffic calming efforts.

Motion for Staff to continue to study Kenilworth and Thornwood Avenues, and report to the Commission next month with a specific traffic calming plan.

Motion by: Commissioner Panici
Second: Commissioner Schlickman
Action: **Approved by unanimous voice vote.**

3. Feedback

None

4. Old Business / Pending Matters / Next Meeting

- **Chief Carpenter** gave the Commission information about the fatal accident that occurred at Forest and Wilmette Avenues.
- **Chief Carpenter** provided information about three driver awareness programs that he has researched including the PACE car program, "Keep Kids Alive" campaign and the "It's our Town, Slow Down" slogan used in Elmhurst. The Commission was asked to think about the programs. This item will be placed on the agenda for the next meeting for discussion.

Next meeting scheduled for Wednesday, November 12, 2003 at 7:00 p.m.

Motion to adjourn.

Motion by: Commissioner Lusky

Second: Commissioner Grosh

Action: **Approved by unanimous voice vote.**

The meeting adjourned at 9:10 pm.

Minutes respectfully submitted by Brigitte Mayerhofer.