



# VILLAGE OF WILMETTE

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**MINUTES OF THE COMMITTEE-OF-THE-WHOLE OF THE VILLAGE  
PRESIDENT AND BOARD OF TRUSTEES AND THE TRANSPORTATION  
COMMISSION HELD ON TUESDAY, NOVEMBER 4, 2003 AT 6:00 P.M.  
IN THE TRAINING ROOM OF THE WILMETTE, VILLAGE HALL,  
1200 WILMETTE AVENUE, WILMETTE, ILLINOIS 60091**

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Members Present: Village President Nancy Canafax  
Trustee George Pearce  
Trustee Mary E. (Beth) Lambrecht  
Trustee Bernard Michna  
Commissioner Alan Swanson, Chair  
Commissioner Ed Gubman  
Commissioner Amy Panici  
Commissioner Stephen Schlickman  
Commissioner Neil Ferrari

Staff Present: Village Manager Michael J. Earl  
Director of Engineering Brigitte Mayerhofer  
Engineering Assistant Linda Reilley

Others Present: John LaPlante, TY Lin  
Tom Kaeser, TY Lin  
Ryan Abbotts, TY Lin  
Jim Sturrock, TY Lin

**I. Call to Order**

President Canafax called the meeting to order at 6:00 p.m.

**II. Presentation from Traffic Engineering Consultant John LaPlante on Green Bay Road Traffic Study**

John La Plante, TY Lin International, presented the study and reviewed the report.

### **III. Discussion**

Commissioner Schlickman asked what the level of service was before Green Bay Road was changed from four lanes to two lanes? Mr. LaPlante and Chairman Swanson concurred that the signals were likely fixed time and therefore traffic progression resumed more quickly after trains went through.

Commissioner Ferrari asked if new signals are required with the proposal, to which Mr. LaPlante stated that new signal hardware is required, including controller modifications. Mr. LaPlante stated some of the railroad gates may also need to be changed, if lanes are added or reconfigured.

Trustee Michna asked if restriping Green Bay Road back to four lanes and changing the signals would be the best solution. Mr. LaPlante stated that parking would be eliminated on the east side of Green Bay Road, which has a large economic impact. The best option is the signal modifications, which will have a greater effect on improving traffic congestion.

Commissioner Schlickman stated the Federal Railroad Administration will be proposing the new whistle blowing requirements in the near future.

A general discussion ensued concerning the safety and benefit of having designated left hand turns lanes, versus the current split phase signal design.

Commissioner Ferrari explained that the green time would be re-distributed, allowing for more efficient travel in both the east/west and north/south directions.

Resident (430 Beverly Drive) requested that a left turn arrow phase be added on Green Bay Road at Linden Avenue.

Mr. LaPlante stated that this could be done, however, the volume of left turners is minimal and therefore a left turn phase is not warranted.

Chairman Swanson stated that a left turn arrow was intentionally not installed, because of the cut-through problem that exists west of Green Bay Road.

Commissioner Panici indicated that crossing Green Bay Road as a pedestrian is currently confusing because of the split-phase signals. She stated and everyone collectively agreed that the proposed signal changes will improve pedestrian safety.

Commissioner Ferrari asked if left turns would be allowed on green arrows only, to which Mr. LaPlante stated "yes."

Commissioner Panici asked if the left turn lane would be actuated, to which Mr. LaPlante responded "yes."

Commissioner Schlickman asked what the cost would be for the signal reconfiguration.

Mr. LaPlante responded it would be between \$500,000 and \$1 million, depending on limits of resurfacing and Union Pacific railroad crossing costs.

Ms. Mayerhofer suggested a CMAQ (Congestions Mitigation and Air Quality) grant as an option. The construction time would be only two to three months, but there is significant coordination with the Union Pacific and ICC and design work that is necessary prior to construction.

A discussion ensued regarding the need to have Linden Avenue as a part of the project scope.

A representative from TY Lin International stated that early indication from the ICC is that the Linden Avenue intersection should be included.

Commissioner Gubman expressed his concern with widening Linden at Green Bay Road to add a designated left turn bay.

Mr. LaPlante stated the widening is just between Poplar and Green Bay Road on the east leg of the intersection.

Commissioner Panici stated concern with the steepness of the intersection.

Trustee Lambrecht asked about loop detection on Linden Avenue stating that often cars stack on the east side of Poplar and do not activate the signal.

Chairman Swanson stated that there are more cars that travel through Linden since the split phase signals were installed.

Commissioner Panici stated that southbound Green Bay Road to westbound Lake Avenue is difficult to maneuver for trucks. She suggested looking at the turning radii and increasing the width of the receiving westbound lane.

Trustee Pearce asked if any of these improvements could be absorbed by the County.

It was agreed that perhaps some intersection paving could be included in the County's project.

A discussion took place on the use of pedestrian count down signals. The railroad pre-emption does not allow for the use of these devices on Green Bay Road, but they could be used on Lake Avenue or elsewhere in the Village.

President Canafax indicated she would like this issue to go to the Transportation Commission for further review. She stated the concept is intriguing and beneficial to the community if it can be implemented.

Trustee Michna asked if the “No Right Turn” at Park and Wilmette could be eliminated if the signals were changed.

Mr. LaPlante stated it would be difficult to remove signage that drivers have now become accustomed to.

### **III. Adjournment**

President Canafax adjourned the meeting at 7:15 p.m.