

Minutes of the Transportation Commission Meeting held on Wednesday, November 20, 2003 at 7:00 p.m. in the Second Floor Conference Room at Village Hall, 1200 Wilmette Avenue, Wilmette, Illinois 60091.

Members Present: Barbara Lusky
Alan Swanson, Chairman
Ed Gubman
Amy Panici
Neil Ferrari

Members Absent: Jim Grosh
Steve Schlickman

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

Also Present: Jim Graham, 1023 Oakwood

Call to Order at 7:05 p.m.

1. Review of October 8, 2003 minutes.

Motion to approve the October 8, 2003 minutes.

Motion by: Commissioner Panici
Second: Commissioner Lusky
Discussion: None
Action: **Approved by unanimous voice vote**

2. Review of November 4, 2003 minutes of joint meeting with the Village Board

Motion by: Commissioner Panici
Second: Commissioner Ferrari
Discussion: Corrections reflected in revised minutes
Action: **Approved as amended by unanimous voice vote**

Chairman Swanson introduced Jim Graham, 1023 Oakwood who addressed the Commission.

- Mr. Graham stated that he lives on the corner of Oakwood and Poplar and that commuters consistently use Oakwood to park during the day instead of using Poplar. Mr. Graham stated that he met with the Engineering Department to determine which parking

options were available for Oakwood. The Engineering Department met with the Police Department and determined that a “No Parking 8 AM -10 AM” would be an option to discourage commuter parking on Oakwood. A resident survey was sent out by the Engineering Department. Some residents have since expressed concern with this posting. Residential permit parking is currently not an option as defined by the Village Code.

- Mr. Graham stated that he would like to see Poplar opened up for commuter parking to take some relief off of Oakwood.
- It was clarified that Poplar is currently no parking on the east side and two-hour parking on the west side. North of Oakwood, parking is restricted to two hours to accommodate the businesses and to encourage commuters to use the metered lot, instead of free on-street parking. During the construction of the Metra Lot, Poplar was opened up to free all day parking on the west side.
- At the request of the Commission, Village staff will discuss converting the west side of Poplar, south of Oakwood, from two-hour restricted to unrestricted parking. The Commission also suggested that Mr. Graham could provide a petition for resident permit parking. If favorable, the Village Code could be revised at some future date.

Note: The following is for information purposes only and is not intended to be part of the official minutes.

The two-hour restriction on the west side of Poplar, south of Oakwood has been removed and is currently open for overflow commuter parking.

The Village Code references the following eligibility for residential permit parking:

“The Transportation Commission is authorized to cause traffic surveys to be made on streets in residential areas which are situated adjacent to a Business District or a Commercial District or a public or private school or college or university, all as defined in the Wilmette Zoning Ordinance.”

3. Green Bay Road—Traffic Study

- Chairman Swanson introduced this item stating that eliminating the split phase signals on Green Bay Road would have many benefits, including improved traffic flow, reduced aggressive behavior by drivers and reduced cut through traffic.

Lake Avenue

- Commissioner Panici brought up the problem of tight turning radii from southbound Green Bay Road to westbound Lake Avenue. Mr. LaPlante stated the radii would need to be increased, which may encroach into the gas station property on the northwest corner.
- Chairman Swanson stated that he is concerned with the westbound movement. He requested more information on the level of service for the westbound through and right turn movements. Commissioner Panici asked if the traffic counts were taken before the “Do Not Enter” at 13th Street was in affect, to which John LaPlante stated they were.
- Mr. LaPlante stated the average delay for the intersection is a “D” level of service and that no movements fell below that.
- Commissioner Gubman stated that the one lane westbound will be hard for people to conceptualize as improving traffic, because a reduction in lanes is counterintuitive. Commissioner Ferrari agreed stating that residents might be concerned with cut-through traffic.
- Chairman Swanson stated that one lane westbound across Green Bay Road fits nicely with the proposed configuration on Lake Avenue. He stated that traffic traveling westbound into the Green Bay Road intersection is coming from a stopped condition at Wilmette and Lake Avenue.
- Commissioner Gubman stated it is important not to impede westbound to northbound right turners onto Green Bay Road. A discussion ensued concerning the possibility of eliminating the pedestrian movement on the north leg of the intersection, but it was determined that this movements is used by pedestrians and restricting it would be difficult.
- Mr. LaPlante stated that the project could include a contingency plan of adding a designated right turn lane onto northbound Green Bay Road at some future date. Everyone concurred that more information is needed.
- Chairman Swanson summarized by saying that of all the turning movements at Lake and Green Bay Road, the only one that is of concern is the westbound movement. He stated that a

contingency plan would help make a better presentation to the Village Board.

- Commissioner Ferrari asked if a designated right turn lane by the cleaners would still be necessary. Mr. LaPlante stated that the right turn lane would not be of much benefit, because of the pedestrian movement across Lake. No designated right-turn lane is recommended in the Green Bay Road proposal.
- Commissioner Ferrari mentioned that the 422 Pace bus turns left onto Lake Avenue from Green Bay Road. The bus stop is just west of the intersection near the gas station. The Commission concurred that this bus stop is heavily used by commuters and New Trier students. Mr. LaPlante stated that a bus turn out would need to be accommodated and that further review of this intersection is needed.

Central Avenue

- Commissioner Ferrari discussed the eastbound and westbound bus stop locations on Central. The eastbound lane would either need to be relocated to 12th Street or widened to accommodate a bus turnout. The westbound bus takes a left onto Green Bay Road, which is a difficult maneuver because the bus has to cross several lanes.
- It was determined that making the westbound curb lane a combined through and right turn lane would be feasible. Buses could then travel across Green Bay Road to Park Avenue, where they could then travel to Wilmette Avenue and proceed west. The intersection of Park and Wilmette needs further study to make sure that the buses can make the turn. The left turn stop bar might need to be pulled back from the intersection to make the turning movement easier.
- Commissioner Ferrari mentioned that the eastbound curb lane on the west leg of the intersection could then be made a combined through and right lane, instead of a designated right turn lane, as it currently is.

Wilmette Avenue

- Chairman Swanson stated that, similar to Central Avenue, the northern curb lane on the east leg of the intersection should be proposed as a combined through and right turn lane.

- There was consensus that the right turn lane on the west leg of the intersection is a great improvement.
- A discussion of Poplar and the need for the “No Left Turn” onto Wilmette Avenue ensued. Chairman Swanson stated that he thinks the turn restriction should be revisited at some future date. He suggested that since the turn restriction has been in place, more traffic has been diverted to Linden.
- Chief Carpenter asked what the railroad crossing gate improvements consist of. Mr. LaPlante stated that because the lanes are being reconfigured, the crossing gates have to be modified to accommodate the new lane widths.
- Chairman Swanson asked if staff is hearing any comments about the turn restriction that was put in place at Lake Avenue at 13th Street. Staff responded that they have not received any comments for some time.

Linden Avenue

- Commissioner Panici explained that Green Bay Road often gets severely backed up at Linden, while trains are loading and unloading at the station. Mr. LaPlante stated that although the signals are interconnected, Linden is not part of the train pre-emption sequence. The signal modifications will improve this problem by achieving a quicker recovery time.
- Ms. Reilley also stated that when northbound trains stop at the Central Station in Evanston, the pre-emption at Linden is triggered.
- There was discussion about the need for a designated left turn signal for cars turning onto Linden Avenue. Mr. LaPlante stated that the volume of left turners does not warrant a designated signal. A signal would also encourage cut-through cut through traffic in the neighborhood west of Green Bay Road.
- Mr. LaPlante stated that he would recommend that the Commission not recommend any other ancillary traffic changes, until the signal configuration is implemented. There may need to be adjustments once the new signals are installed.
- Commissioner Ferrari asked if the Linden intersection should be included in the proposal to the ICC, to which Mr. LaPlante responded “yes.”

- Commissioner Gubman stated that he believes the residents will complain about the widening at Linden. Mr. LaPlante stated that the widening does not change the amount of traffic traveling in the eastbound direction. Commissioner Lusky stated that there are not any homes adjacent to the area being widened.
- Chairman Swanson suggested that the consequences of not including Linden Avenue should be looked at, in case it is recommended for removal from the proposal.
- The CMAQ grant applications are due by January 30, 2004. The Village will submit this project for consideration.

Motion to direct Village staff to prepare a CMAQ grant application based on the concept discussed and further refine the Green Bay Road proposal for the Commission to review again in January.

Motion by: Commissioner Ferrari
Second: Commissioner Lusky
Action: **Approved by unanimous voice vote.**

Next meeting scheduled for Wednesday, January 14, 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.