

Minutes of the Transportation Commission Meeting held on Wednesday, April 28, 2004 at 7:00 p.m. in the Training Room at Village Hall, 1200 Wilmette Avenue, Wilmette, Illinois 60091.

Members Present: Alan Swanson, Chairman
Neil Ferrari
Eileen Miller-Girson
Jim Grosh
Barbara Lusky
Amy Panici
Clay Weaver

Members Absent:

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

Also Present: Lois Abrahamson, 2532 Thornwood
Roland Abrahamson, 2532 Thornwood
Joe Feldman, 2575 Kenilworth
Jody Franson, 2327 Kenilworth
Raymond Baxter, 2541 Thornwood
Stephanie VanWinkle, 2624 Kenilworth
Michael Corbett, 54 Indian Hill
Donald Nord, 1221 Princeton Place
Lynn Nord, 1221 Princeton Place
Pam Martin, 2511 Thornwood
Jeff Kost, 2319 Thornwood
Jamie Kost, 2319 Thornwood
Lewis Parker, 1300 Middlebury
Judy Parker, 1300 Middlebury
Susan Gaines Gatto, 1234 Princeton Place
John Dold, 2336 Thornwood
Resident, 60 Indian Hill
James Cohn, 2511 Thornwood

1. Review of Minutes

Chairman Swanson called the meeting to order at 7:06 p.m.

Motion to approve the March 10, 2004 minutes.

Motion by: Commissioner Lusky
Second: Commissioner Ferrari

Discussion: Modified as noted

Action: **Approved by unanimous voice vote**

2. Bicycle Task Force March 3, 2004 minutes and pending issues

- Ms. Reilley and Ms. Mayerhofer provided information about the upcoming May 11 Village Board meeting, in which the Board will approve a proclamation for May as Bike Month in Wilmette. The bike map will also be presented at this meeting.

3. Traffic Calming on Kenilworth and Thornwood Avenues

Chairman Swanson thanked residents for attending the meeting and invited public comment.

- Joe Feldman, 2575 Kenilworth Avenue, stated the residents of Kenilworth Avenue support something be done, but believe the current proposal is too excessive. He presented a petition signed by over 60-percent of the neighbors on Kenilworth Avenue in favor of installing three speed humps, instead of seven.
- Stephanie VanWinkle, 2624 Kenilworth Avenue stated the three-hump plan is excellent and would protect the children of the block.
- Michael Corbett, 54 Indian Hill, stated he is concerned that the residents who live between Thornwood and Kenilworth Avenues, who have to drive the speed humps every day do not have a voice in the decision. He stated he is disturbed about the cost.
- Donald Nord, 1221 Princeton Place, concurred that the residents who live on the side streets should be given a vote.
- Lynn Nord, 1221 Princeton Place, stated she is against the humps because they would negatively impact the quality of life of the neighborhood.
- Pam Martin, 2511 Thornwood Avenue, informed the Commission about the history of traffic calming on these streets which dates back to the early 1990's. She stated speed humps were not an option at that time. Chairman Swanson explained the difference between speed humps and speed bumps. She warned against additional problems if humps are installed, expressing concern with signage and noise.
- Lois Abrahamson, 2532 Thornwood Avenue, stated she is concerned for children. Drivers dangerously veer around her when she is staged to make a left-turn into her driveway.
- Jody Franson, 2327 Kenilworth Avenue, stated that if the surrounding streets were included in the vote, the Kenilworth and Thornwood Avenue residents would be outnumbered.

- Chief Carpenter explained that at the time the traffic calming policy was developed, the intention was to have those who are most affected by excessive traffic and speed be given a vote.
- Jeff Kost, 2319 Thornwood, suggested installing a stop sign at Colgate.
- Chairman Swanson explained the MUTCD warrants for the installation stop signs, stating the intersection of Thornwood and Colgate does not have enough traffic to support an all-way stop sign. He emphasized that stop signs should not be used for purposes of slowing traffic.
- Lewis Parker, 1300 Middlebury, said stop signs are a better solution than speed humps to address the problem of speeding.
- Lynn Nord, 1221 Princeton, recommended a stop sign at Kenilworth and Dartmouth. The Engineering Department will do a traffic study to determine if warrants are met.
- Chairman Swanson explained the history and purpose of the traffic calming policy, explaining the criteria which make a street eligible for traffic calming. Thornwood and Kenilworth both had 85% speeds in excess of 7 miles per hour over the posted speed limit and traffic volumes over 1200 vehicles per day. He stated the reason the original proposal had so many humps is because of the experience on Manor Drive. He concluded by saying the voting process cannot be a Village-wide referendum, but that the Commission is listening to comments from all the residents.
- Susan Gaines Gatto, 1234 Princeton Place, suggested the Commission look at humps that are less intrusive than those proposed. She stated that noise will be a real issue and that there should be sidewalks on Kenilworth. Ms. Mayerhofer explained that sidewalks could be considered for Kenilworth Avenue if a petition is submitted to the Village Board. It would be reviewed during the budget process. However, experience has shown that some residents may not be in favor of sidewalks because of the impact to the parkway and existing vegetation. Ms. Gatto suggested that road striping be implemented to create a narrowing effect.
- Jamie Kost, 2319 Thornwood, strongly opposes speed humps and the additional signage.
- Commissioner Panici stated that the revised plan is much better and suggested the residents be given an opportunity to vote on it.
- A discussion took place regarding installing a traffic circle on Kenilworth Avenue. Although the general feeling is that a traffic circle would be too large for the existing street, the Engineering Department will review this option. The Commission also discussed the speed at which one can travel over the speed humps.
- Commissioner Weaver stated he could travel over the humps at 15 miles per hour, but that he would not want to exceed that limit. He is concerned about increasing mid block speeds if the humps are too far

apart. Commissioner Weaver recommended adding “knuckles” to the intersections.

- Commissioner Lusky supports going back to the residents with a three or four hump plan. She is also concerned about the effectiveness, because of the situation on Manor Drive.
- Commissioner Ferrari stated that the Commission gets requests for stop signs all the time, but that they are only used when there are vehicle conflicts at intersections. He provided information about a market study showing that property values actually increase in areas that have traffic calming. He stated that humps are a nuisance, which is why they are an effective measure to discourage cut-through volumes and lower speeds.
- Commissioner Miller-Girson concurred with the proposal to resurvey the residents.
- Commissioner Grosh stated that the humps do work and that the Commission should recommend a progressive approach.
- Chairman Swanson said the Commission will not recommend something the residents do not want. He noted an article which suggests that children who live in an area that has traffic calming have a fifty-percent lower risk of being injured or killed by a traveling vehicle. He stated that striping should also be looked into as an additional traffic calming measure.
- Joe Feldmen reminded everyone of the speed data which indicated consistent high speeds on Kenilworth and Thornwood Avenues.
- Ms. Martin stated that plan in the 1990’s had chicanes on Thornwood Avenue to slow traffic speeds.
- A brief discussion about temporary speed humps ensued. The Commission concluded that they were not aware of any temporary speed humps that were the same size and shape as the parabolic humps being proposed.

Motion to resurvey the residents of Kenilworth and Thornwood Avenues with a plan for three humps per street. The effectiveness of the humps will be evaluated after they are installed and additional humps added if necessary.

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

Motion to move the easternmost humps on both streets to the location shown on the original plan (approximately 510-foot west of Hunter) and move the westernmost hump on Thornwood farther west as allowed by driveway placement.

Motion by: Commissioner Panici

Second: Commission Weaver
Action: Approved by unanimous voice vote

- Commissioner Panici appreciates the neighbors of the area who attended the meeting to express their concerns with the plan. If they hadn't shown up, the Commission would not have been aware of their issues and concerns.

4. Crossing Guard Locations

- Chief Carpenter discussed the memorandum that was provided to the Commission which explained some modifications to the crossing guard schedule. Despite the adjustments, the Chief confirmed that there will not be any changes in the proposed crossing guard schedule for 2004/05 school season.
- A discussion of traffic circulation at Highcrest School took place. Staff will review the TY Lin study to determine if any of the proposed changes were implemented.

Motion to keep the school crossing guard staffing as proposed by the Police Department.

Motion by: Commissioner Lusky
Second: Commissioner Miller-Girson
Action: Approved by unanimous voice vote

5. Feedback—none

6. Old Business

- Chief Carpenter updated the Commission on two fatal accidents that occurred in Wilmette. The first involving a pedestrian crossing on Temple Lane has prompted a possible review of traffic issues with the Beth Hillel Temple and the resident of the area. The second accident was preventable if the driver would have obeyed a stop sign and yielded to cross traffic.

Next meeting to be determined.

Motion to adjourn.

Motion by: Commissioner Panici
Second: Commission Ferrari
Action: Approved by unanimous voice vote

Minutes respectfully submitted by Brigitte Mayerhofer.